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ITSUI BUSSAN KAISHA, LTD.

The China Mail

ESTABLISHED
1845

TO-DAY'S DOLLAR. — The
closing rate of the dollar on
demand, to-day was 1/5 13/16.

No. 27,435 HONG KONG, THURSDAY, MARCH 13, 1930.

PRICE \$3.00 Per Month.



Dainty Eyeglasses

N. LAZARUS

Ophthalmic Optician

13, Queen's Road Central.

NOBLE ACT OR FOLLY?

BRITAIN CANCELS
66,000 TONS

THE ONLY ONE NO REDUCTIONS BY OTHER POWERS

London, Yesterday.
In the House of Commons at
question time, Mr. A. V.
Alexander stated that since Janu-
ary 1, 1928, His Majesty's Govern-
ment had cancelled 66,000 tons of
warship construction. As far as
he was aware, no tonnage had been
cancelled by the other Powers.

More Conversations

The Naval delegates with their
experts met in Mr. Ramsay
Macdonald's room in the House
of Commons to-day, and dealt with
the British and French tonnage
figures as collated and simplified
at various meetings between Mr.
Alexander, Mr. Dumesnil, and Mr.
Dwight Morrow, this involving the
continuation of the conversations
which have taken place in the in-
terval between the political heads
of the British and French navies.
There was no hint that any decision
in the matter would be
brought up to-morrow.—Reuter.

The Tonnage Figures

Rugby, Yesterday.
The examination of the tonnage
figures in the French memorandum
submitted to the London
Naval Conference, was further
proceeded with to-day by the First
Lord of the Admiralty, Mr. A. V.
Alexander, and the French Minis-
ter of Marine, M. Dumesnil, ac-
companied by their experts and at-
tended by the American observers.
They took up their task early this
morning at the point where it was
left at eleven o'clock last night
at their long meeting at the House
of Commons.

To-day's meeting concluded just
before luncheon, when the mat-
ters before them were referred to
the leaders of the British, French
and American delegations, who
met this afternoon at the House
of Commons. The earlier examina-
tion of the French figures, as has
been already stated, was devoted
to clarifying their exact meaning
in order to ensure that they were
compiled on a strictly comparable
basis.

Common Agreement

Common agreement on this mat-
ter having been reached a more
detailed survey of the French
figures became possible. France's
tonnage tables were therefore pre-
sented in collated and simplified
form when the heads and members
of their delegations met to con-
sider them this afternoon. Those
present included Mr. Macdonald,
Mr. Henderson, and Mr. Dwight
Morrow (America). Each delega-
tion was attended by expert ad-
visers. The discussion was de-
voted exclusively to figures, no re-
ference being made to political
considerations. A further examina-
tion of the matter will be taken
up to-morrow.

In the House of Commons to-
day Admiral Beamish asked what
was the total tonnage of warship
construction cancelled since Janu-
ary 1, 1928, by each of the five
Powers engaged in the Naval Con-
ference.

Mr. Alexander, First Lord of
the Admiralty, said that 66,000
tons had been cancelled by the
British Government. No tonnage,
so far as he was aware, had been
cancelled by the other powers.—
British Wireless Service.

Italians Blamed

London, Later.
There is a distinct impression
that to-day has been one of the
critical days, perhaps the most
decisive in the whole course of the
Conference. Mr. Briand, who was
depressed, told French journalists
that the idea of a political pact was
ruled out, which fact ruled out also
the possibility of substantial re-
duction in the French tonnage
figures. M. Briand blames the
Italians for not producing figures,
but simply insisting on parity with
France.

It is understood that the ab-
sence of the Italian figures was
sharply raised at to-day's meeting
of the heads of delegations, which
the Italians did not attend, and that
Mr. Briand was informed that the
(Continued at foot of next column)

LARGER SHIPS MAY BERTH IN HONG KONG

BETTER ACCOMMODATION OF
NEW H. K. & K. WHARF
READY IN 14 MONTHS

At this morning's annual meeting
of the Hong Kong and Kowloon Wharf
and Godown Company, Ltd., the Chair-
man, (Mr. B. D. F. Beith) made refer-
ence to the new wharf which it has
been decided to build, and which should
be completed in about 14 months.
The wharf, which will be 800 feet long,
and 60 feet wide, will provide berth-
ing and accommodation for the larger ships
now being built and which will call at
this port, besides affording an oppor-
tunity to re-construct and lengthen
the older wharves where necessary.

The Chairman's Speech

In moving the adoption of the re-
port and accounts, the Chairman
said:—
Gentlemen:—The report and state-
ment of accounts, together with the
auditors' report, have been in your
hands for some days, and with your per-
mission, I will take them as read.

The past year's working discloses
satisfactory results. In comparison
with the previous year, the earnings
shown an increase of \$208,000, which
was derived chiefly from storage and
lighterage.

During the year, we purchased part
of the Hong Kong Tug and Lighter
Co.'s fleet, consisting of twenty-five
wooden lighters, two steam launches
and a motor boat. These vessels have
been constantly employed and have
proved a useful acquisition to our
floating property.

Big New Wharf

To cope with the increasing demand
for wharfage accommodation, and to
provide for larger steamers now build-
ing and which will call at this port,
your Directors have decided to build
a new wharf, 800 feet in length and 60
feet in breadth, between the existing
No. 1 Wharf and the Naval Camber
at Kowloon. At our annual meeting of
shareholders last year, I indicated that
the Company might have to look else-
where for purposes of development and
expansion, but I am glad to say that
as a result of further negotiations
with the authorities concerned the
necessary sanction for the new wharf
has been granted. Plans have been
prepared and the work of construction
will shortly commence, and should be
completed in about 14 months. It is
proposed to finance the cost of the
work from current expenditure in the
meanwhile.

When this pier is in use, it will afford
an opportunity to re-construct and
lengthen the older wharves where
necessary without interfering with the
current work and earning power of the
Company. I might here mention that
the longest pier in operation at the
present time is our No. 1 wharf built
in 1908, which measures 602 feet x 45
feet, but as it is impracticable to berth
a large vessel within 50 feet of the sea
wall, you will realise to what extent the
Company has been handicapped in the
past in this connection.

You will observe from the profit and
loss account that the sum of \$200,000
has been transferred to repairs and re-
newal account, which your Directors
consider should be built up as a re-
serve for any abnormal repairs to build-
ings or plant, or to absorb the book
value of any of them that have to be
replaced before they have been com-
pletely written off.

In the Balance Sheet, the expendi-
ture of \$70,000.00 under launches and
\$139,350.00 under lighters, represents the
purchase of the craft to which I have
already referred. The \$68,409.60
against machinery and plant, is the cost
of two 10-ton cranes and a 5-ton
crane bought to increase our cargo
handling facilities.

The balance available for appropria-
tion is \$1,000,119.77, which includes
\$360,063.79 brought forward from last
year. It is proposed to pay a dividend
of 30 per cent and a bonus of 30 per
cent, absorbing \$720,000, and to carry
forward the balance of \$370,119.77.
There does not appear to be anything
more that calls for special comment,
and I now beg to propose the adop-
tion of the report and accounts as pre-
sented. After the motion has been
seconded I will be pleased to answer
any questions shareholders may wish to
ask.

The motion, which was seconded by
Mr. J. H. Teggart, was carried unani-
mously.

Other Business

A motion to confirm the appointments
of Mr. J. P. Warren and Mr. H. H. H.
Priestley to the Board, proposed by
Mr. J. M. Alves, and seconded by Mr.
J. T. Bagram, was also carried.

Mr. Allen Cameron and Mr. F.

Italians had been asked to produce
the figures.

Gloomy Outlook

The atmosphere in French circles
is distinctly gloomy. The probable
outlook appears to be a Five Power
treaty which may secure qualified
disarmament in the form of a hold-
day in the building of battleships
and incorporate a considerable
amount of preparatory technical
work, which may smooth the way
to a future conference, Mr. Briand
believes that the Conference may
last another fortnight.—Reuter.

THE BUDGET FORECAST

NEW TAXATION TO BE
IMPOSED?

SNOWDEN'S MAGIC

\$55,000,000 MORE ON SUPPLY
SERVICES

Rugby, Yesterday.

With the issue to-day of the Army
Estimates for the year 1930-31, it is
now known what sum the Chancellor
of the Exchequer will have to pro-
vide to meet the supply services for
the year. The Estimates are as
follows:

The Army: £40,500,000, a de-
crease of £4,126,000.

The Navy: £51,739,000, a de-
crease of £1,650,000.

The Air Force: £17,850,000, an
increase of £1,650,000.

Civil Service votes: £225,685,000,
an increase of £56,800,000.

Customs, Excise and Inland re-
venue: £12,134,800, an increase of
£566,000.

Total: £417,909,000 showing a
total increase of nearly \$55,000,000.

The exact amount of the debt
and consolidated funds charges will
not be disclosed until Budget day.

In the last Budget provision made
for this expenditure, including
sinking funds, amounted to £379,000,000.

In the coming financial year there
will be a saving of £15,000,000 in
consolidated fund charges by pay-
ments hitherto made to local taxa-
tion on account of being transferred
to civil estimates.

Relief of Local Taxation

If other items in the consolidated
fund charges remain at last year's
figures, and provision for the sink-
ing fund is not reduced, expenditure
under these heads would be \$364,000,000, which would bring the total
expenditure to £782,000,000.
Compared with the total of £742,000,000 in the last Budget, this
shows an increase of £40,000,000.
The £15,000,000 transferred to the
civil estimates is attributable to the
relief of local taxation under the
legislation of the late Government.
This can be met out of the relief
suspense account, which at present
has a balance of about £20,000,000.
Twenty-five millions of the increased
expenditure would have to be met
out of the ordinary sources of
revenue.

Whether the Chancellor of the

Exchequer, when he makes his
Budget statement on April 14, will
find it necessary to impose new
taxation, is the subject of serious
discussion in the Press.—British
Wireless Service.

Earlier News

The Army Estimates are £40,500,000,
showing a saving of £605,000
compared with last year.

A memorandum on the Estimates
by Mr. Tom Shaw states that they
include provision for excess cost of
employment of additional troops in
China, which hitherto has been
met by supplementary estimates.

Other new features are the loss
of receipts in connection with the
army of occupation of the Rhine,
£950,000, (the loss for part of 1929
which amounted to £560,000 was
provided for in a recent supplemen-
tary estimate), and the omis-
sion of a contribution of £150,000
from the Government of Egypt to-
wards the cost of maintenance of
British troops in Egypt, owing to
the initiation of negotiations for
a British-Egyptian treaty. The
establishment, excluding India,
£148,000, compared with £150,000 in
1929.

Mr. Snowden's Budget will have to
provide a total ordinary expenditure of
about £781,000,000, being an increase
of £40,000,000 compared with last year.

Fifteen millions of the increase is at-
tributable to the local government and
deating Acts, and will be met out of
the "relief" suspense account,
which is at present £20,000,000.

The remaining £25,000,000 will be
met from revenue, as to which new
taxation is regarded as inevitable.—
Reuter.

Austin, retiring Directors, were re-
elected, upon a proposal by Mr. C. W. H.
Kew, seconded by Mr. J. T. Bagram.

Messrs. Percy Smith, Seth and
Fleming, and Messrs. Linstead and
Davis, were re-elected auditors, upon
the motion of Mr. K. Stuart Smith.

Supporting the Chairman were
Messrs. Frank Austin, J. E. Joseph, C.
Gordon Mackie, H. H. Priestley,
J. P. Warren, and T. B. Wilson (Direc-
tors), and Mr. F. E. Crapnell (Secre-
tary).

Members present were Messrs. J. H.
Teggart, J. T. Bagram, N. V. A.
Cresswell, J. M. Alves, C. W. Kew, and
K. Stuart Smith.

"ROWDIES" IN THE FIRE BRIGADE

MEN WHO VICTIMISE THE
KEEPERS OF SLY BROTHELS

VICTIMS AFRAID

Remanded yesterday on a charge
of unlawful possession of three
opium pipes, a Chinese fireman
made another appearance before
Mr. R. E. Lindsall at the Central
Magistracy this morning.

The adjournment was made in
view of the accused's claim that
the pipes were given to him by a
woman. His Worship wanted the
accused to take the Police and try
to find this woman.

This morning Detective Inspec-
tor W. Shannon told the Magis-
trate that the accused had been
out with a detective yesterday
afternoon, and had taken him to
a house, but was unable to point
out the woman who had given him
the opium pipes.

Record Only "Fair"

The Magistrate convicted, and
the Inspector stated that the ac-

cused had no Police record, but
his record with the Fire Brigade
was only "fair."

Magistrate (to accused): You
seem to be an undesirable man to
belong to the Fire Brigade.

Inspector Shannon added that
about six weeks ago the accused
had been to the Police Station
over a fight with a Shantung con-
stable, but the matter was dealt
with departmentally. He conclud-
ed by stating that there were a
few rowdies in the Fire Brigade
who victimised the keepers of sly
brothels. The men would not take
things by force but just "borrow-
ed" them—never to return them!

This practice made it very diffi-
cult for the Police to make out a
case against the men, particularly
as the victims were afraid to
come forward to give evidence
against them.

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COLLISION CASE AT MARINE COURT

CAPT. PILCHER DESCRIBES HOW
IT OCCURRED

IMPACT IN FOG

MASTER ALWAYS PUZZLED BY
SHIP'S SLOWNESS

The enquiry was resumed this
morning at the Marine Court into
the circumstances surrounding the
collision between the s.s. Tando, and
the s.s. Anking in Pedro Blanco on
February 26, at 1.36 a.m., when
evidence was heard from the master
and officers of the s.s. Tando. The
case for the Anking was concluded
yesterday.

Comdr. G. F. Hole (Harbour
Master) sitting as Stipendiary
Magistrate, presided, and the assess-
ors were: Lieut.-Comdr. L. G.
Addington (H.M.S. "Tamar"), Capt.
A. H. Stewart (s.s. "Haining"), Capt.
A. M. Frame (s.s. "Taiping"), Capt.
F. Lefevre (s.s. "Benroech").

The case for the Tando is being
conducted by Mr. F. C. Jenkin and
Mr. H. G. Sheldon, instructed by
Mr. C. G. N. Tinson, and Mr. E. A.
Davidson is for the Anking.

Tando's Version

Capt. E. T. Pilcher, master of
the Tando said that he held an
Extra Master's ticket, registered in
London, and had been in command
of the Tando for five years. On
the day of the collision, the Tando
was on a voyage from Moji to Hong
Kong.

At 7 p.m. on February 25, the
Tando course was S. 47 W. true, and
her speed was about 10 knots. At
7.50 p.m. the stand-by signal was
given on account of fog. The fog
signal—one long blast—was sound-
ed every one minute from that time
until the collision. Witness was on
the bridge.

Until, two minutes before the
collision the course was maintained
at S. 74 W. true. The course was
altered at 1.36½ a.m.

Signal Heard

Witness further said that two
ships were accompanying the Tando
the whole night. He heard a signal
two points before the starboard
beam, and the Tando gradually
overtook that ship until they eased
down to four knots at 12.45 a.m.
That ship, which witness called "A,"
then drew up very near to the Tando
starboard beam, and at the time of
the collision "A" was still abeam of
the starboard side of the Tando.

There was another ship—"B"—
right astern of the Tando, but she
overtook the Tando until she was
on her port at the time of the
collision. Both these two vessels
were blowing fog signals.

Witness heard another fog signal
of one long blast—a long way off—
and, as it got closer and closer, it
seemed to be on his beam. At 1.33
a.m. this ship gave two long blasts
and witness continued his signal of
one long blast.

A second or two before 1.36 a.m.,
this latter ship gave two more long
blasts, which came louder and the
sound seemed to have shifted a
little forward. Witness then
stopped the engines. A few seconds
later the other ship gave another
two short blasts. Witness waited
a second or two for the lead of
their lights to show through the
fog. He gave two long blasts and put
the helm hard astern. That was
witness added, the first alteration
in course since 7 p.m. That ship
was 3 points on the Tando's star-
board bow, and a second later wit-
ness saw the mast headlight and
portlight light of the other ship. The
estimated distance was about 150
feet from the Tando's bridge.

Heading Towards His Beam

APPROXIMATE RETAIL PRICES.

Mar. 7, June, June.

	1930.	1918.	1917.
	Cts.	Cts.	Cts.
lb.	58	30	31
"	48	28	30
"	55	28	30
"	38	22	21
each	—	22	21
per doz.	40	18	—
"	43	25	20
lb.	53	38	24
"	44	35	24
"	33	24	24
each	55	80	—
"	45	28	—
lb.	75	—	—
"	58	61	45
"	20	—	—
pair	2.00	—	—
each	26	—	—
"	90	—	—

lb.	45	35	—
"	22	24	—
"	5	4	—
"	—	12	—
each	12	10	1
lb.	12	25	3
each	12	8	—

lb.	30	25	3
"	12	—	—
"	16	—	1
"	15	—	—
"	12	10	1
"	—	12	—
"	—	8	—
each	—	12	—

lb.	18	—
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each	12	—
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"	—	8

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each	20	—
"	15	—
"	12	6
lb.	8	5

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"	30	25
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"	10	8
"	10	8
"	10	2

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ED TELEGRAMS
EAT NORTHERN
GRAPH CO., LTD.,
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100

LLOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE

Taking Cargo on through Bills of Lading to Fiume, Genoa, All Italian, Adriatic, Levant, Black Sea and Danube Ports. Taking Passengers to London Overland via Brindisi, Venice or Trieste

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe
* M.V. "COL DI LANA"	Mar. 20	Mar. 20
* M.V. "ROMOLO"	Mar. 19	Apr. 10
* S.S. "FIUME"	Apr. 2	Apr. 26
* S.S. "VENEZIA"	Apr. 2	May 11

* Cargo steamers only.
All dates are subject to alteration without notice.
For Freight and Passages apply to:
DODWELL & CO., LTD.,
Tele. C. 1030.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$83 TO \$120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Wednesday, 2nd April.
TENYO MARU	Friday, 4th April.
* CHICHIBU MARU	Monday, 14th April.
* Maiden Voyage from Yokohama.	
TATSUTA MARU	Monday, 14th April.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Friday, 4th April.
MISHIMA MARU	Friday, 19th April.
SIBERIA MARU	Saturday, 20th April.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 22nd March.
KAMO MARU	Saturday, 5th April.
KATORI MARU	Saturday, 5th April.
SYDNEY & MELBOURNE via Manila & Ports.	Wednesday, 26th March.
TANGO MARU	Wednesday, 23rd April.
AKI MARU	Thursday, 27th March.
BOMBAY via Singapore, Penang, & Colombo.	Thursday, 27th March.
* TOTORI MARU	Thursday, 27th March.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Saturday, 5th April.
GINYO MARU	Saturday, 5th April.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Saturday, 5th April.
KANAGAWA MARU	Friday, 14th March.
NEW YORK, BOSTON via Panama.	Friday, 14th March.
* MAYBASHI MARU	Wednesday, 2nd April.
* TOBA MARU	Wednesday, 2nd April.
LIVERPOOL via Port Said, Constantinople, Genoa.	Thursday, 20th March.
* LYONS MARU	Thursday, 20th March.
CALCUTTA via Singapore, Penang & Rangoon.	Saturday, 15th March.
* MUROMI MARU	Saturday, 15th March.
SHANGHAI, KOBE & YOKOHAMA.	Saturday, 15th March.
* MATSUYE MARU	Saturday, 15th March.
KASHIMA MARU	Monday, 21st March.
AKI MARU (Nagasaki direct)	Monday, 21st March.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore	
AMAZON MARU	Tuesday, 18th March.
ALASKA MARU	Friday, 25th April.
BIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
LAPLATA MARU	Friday, 21st March.
BUENOS AIRES MARU	Friday, 25th April.
BOMBAY—Via Singapore & Colombo.	Thursday, 20th March.
MEIGEN MARU	Thursday, 3rd April.
SHUNKO MARU	Thursday, 3rd April.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	
CANADA MARU	Monday, 31st March.
CALCUTTA—Via Singapore, Penang & Rangoon.	Tuesday, 18th March.
SUMATRA MARU	Friday, 4th April.
TACOMA MARU	Friday, 4th April.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	
MELBOURNE—Via Manila, Brabana & Sydney.	Monday, 7th April.
MADRAS MARU	Monday, 7th April.
HAIPHONG—Via Saigon & Pakhol.	Thursday, 20th March, 10 a.m.
MENADO MARU	Thursday, 20th March, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.	
JAPAN PORTS.	Thursday, 13th March.
AMUR MARU	Friday, 14th March.
SOURABAYA MARU	Friday, 21st March.
KEELUNG—Via Swatow & Amoy.	Sunday, 16th March, Noon.
CANTON MARU	Sunday, 23rd March, Noon.
HOZAN MARU	Sunday, 23rd March, Noon.
TAKAO—Via Swatow & Amoy.	Sunday, 23rd March, Noon.
TAKAO & KEELUNG.	Sunday, 23rd March, Noon.
SOURABAYA MARU	Friday, 14th March.

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SHIPPING SECTION.

OLD CRUISERS

Sold by American Government

New York, Yesterday. It is reported from Portsmouth, New Hampshire, that the decommissioned cruisers Des Moines, Chattanooga and Cleveland have been sold for \$330,000.—Reuter's American Service.

[The cruisers named are three ships of the Denver class which consisted of six vessels. The Chattanooga and the Des Moines were completed in 1904 and the Cleveland a year earlier. Vessels of 3,200 tons displacement, their measurements are length 292 feet, beam 44 feet. When in service the cruisers had a speed of 16.5 knots and their main armament consisted of eight five inch guns.]

SHIPREPAIRING

Howaldtswerke and the Old Vulkan Yard

In a recent report on the closing down of the old Vulkan yard at Hamburg, reference was made to the re-opening of part of the yard by the Howaldtswerke A.G. This firm now state that they have also bought one of 17,500 tons lifting capacity, to facilitate repairs work at their neighbouring yard of the former Janssen and Schmelinski firm. At their two Hamburg yards, the Howaldtswerke now have four floating docks, the respective capacities being 17,500, 8,500, 4,000 and 1,500 tons, and at their Kiel yard two such docks of 3,500 and 3,000 tons lifting capacity.

CONTINENTAL PORT TRAFFIC

New Waterway arrivals in the week ended February 1 numbered 300 of 508,748 net register tons, compared with 278 of 479,303 tons in the corresponding week of last year, and included 10 British, 64 Netherlands and 62 German steamers; the number of bunker calls was 18, against 11 last year.

At Rotterdam were berthed 247 vessels of 426,452 tons, compared with 216 of 385,956 tons last year; 201 carried inward cargoes, including 130 general, 30 ore, 14 coal, 10 grain, and 4 wood cargoes. Sailings with cargoes numbered 194 and included 56 coal and 6 wood cargoes; 15 vessels sailed with outward cargo.

Imports of British coal at Rotterdam and Amsterdam respectively amounted to 26,400 and 16,570 metrical tons, compared with 27,400 and 5,600 tons in the corresponding week of last year; at Amsterdam 4,840 tons of Polish coal arrived, against 1,940 tons last year.

FAR EAST CRUISE

Col. Guinness's Yacht Alpha Back

The steam yacht Alpha, 698 tons with the owner (Colonel the Hon Walter Guinness, D.S.O., M.P.) and party on board, has recently returned to her lying-up quarters at Northampton after a five months' voyage to the Far East, during which 27,000 miles were covered.

Leaving Coves in mid-August, Alpha picked up the owner and party at the Canaries, and then cruised through the Mediterranean, the Suez Canal, and Indian Ocean to Colombo, Thence she went on to the Dutch East Indies, going about 100 miles up the Enderbury river, off places where cannibalism is still practised by the natives. After going on to Thursday Island (South Australia), the voyage was continued to Caroline Islands, but this part of the trip had to be abandoned owing to very rough weather. Among the many rough ports of call were Temate, Taramore, Cap St. Jacques, Singapore, Can, and Bombay.

Alpha returned to Canaries early last month, and the owner and party disembarked there. Stormy weather was encountered on the latter part of the homeward voyage, but after sheltering in Corcoran Bay Alpha safely reached the Solent. She belongs to the Royal Yacht Squadron fleet, and is commanded by Captain A. Butcher, of Coves.

JEWISH SACRED FESTIVALS 1930

Officers and Men of the Royal Navy belonging to the Jewish Faith should be given leave of absence, subject to the exigencies of the service, for the purpose of observing the undermentioned festivals:—

Feast of the Passover, April 13 to 20.

Feast of Pentecost, June 2 to 3.

New Year, September 23 to 24.

Day of Atonement, October 2.

Feast of Tabernacles, October 7 to 8.

In each case Officers and Men should be given leave, if possible, in time to reach home by sunset on the previous day.

CONSIGNEES' NOTICES

Consignees of cargo ex s.s. "City of Pekin" are reminded to take delivery of their goods which will be subject to rent after March 15.

Consignees of cargo ex M.V. "Africa" are reminded to take delivery of their goods which will be subject to rent after March 17.

Consignees of cargo ex s.s. "Euclor" are reminded to take delivery of their goods which will be subject to rent after March 17.

Consignees of cargo ex s.s. "Benroch" are reminded to take delivery of their goods which will be subject to rent after March 18.

MOVEMENTS OF STEAMER

The B.I. s.s. Tilawa will leave Amoy for this port on March 16, p.m., and is due here on March 17, p.m.

Marine superintendents of the principal shipping companies centred at Southampton recently witnessed another interesting demonstration of lifeboat launching from the Red Star Line Lapland. They assembled at the invitation of Captain A. P. Schat, who has invented a special skate, a self-braking lowering block, and an inclined boat-chock, by means of which, it is claimed, lifeboats can be safely launched from a ship to the water no matter how great the list.

In the event of a ship having a heavy cant the lifeboats slip down the inclined chocks until they are over the ship's side, and they then commence to slide down smoothly to the water by means of the two skates affixed to their sides. The demonstration on the Lapland showed that boats fitted with the apparatus could be launched without their davits being swung out, and that they would slide over any obstacles on the ship's side.

The Netherlands Government have declared Ponta Delgada infected with

MARINE COURT

(Continued from Page 1.)

Mr. Davidson:—You cannot say that the whistle you heard was the whistle of the Anking?—I can say for certain that it was the whistle of the Anking. Every whistle has its own tone. Capt. Ritchie could identify my whistle in the same way.

I put it to you that when you heard that a ship was on your starboard bow, it would be dangerous for you to proceed?—It would be dangerous in any other place but on the South China Coast, where there is no cross traffic with steamers.

Did you note the clock every time you heard the whistle?—No, I did not, but it was noted by the other people.

Might Have Been Prevented? When you heard the second signal, and if you had stopped your ship, there would be no collision?—I might say that if the Anking had stopped, there would also have been no collision.

Your clock is two minutes slow and you have to add two minutes to what you say to make the correct time?—Yes.

The two short blasts were either from the other ship or you had entirely misunderstood it?—The two short blasts came from the Anking.

She must have at that time heard your signal?—Yes.

In reply to another question witness said that if anyone had heard the two long blasts, and the two short blasts, and then to the Anking in that position, no one would have dreamt that a master could do a thing like that.

Mr. Davidson: You first saw her lights, and you did not go astern?—No.

And then when you saw her main mast light you also failed to go astern?—No.

Felt Justified

The President:—You felt justified in not going astern because of the signals the Anking gave?—Yes.

The President:—From what had transpired, the collision would have been averted if you had gone astern?—Yes.

The enquiry is proceeding.

Yesterday afternoon, Mr. J. R. Kinghorn, Assistant Superintendent Engineer of Butterfield and Swire, Ltd., gave evidence as to the result of his examination of the two vessels. He found the Tandu damaged on the starboard side abreast of No. 2 hatch. He was of the opinion that if the Anking had had more headway, greater damage would have been sustained by her. He thought that the force of the impact was not great.

Lau Cho-yan, wireless operator on the Anking, said that he was awakened at 1.38 a.m. on the day in question by a shock. He at once went on watch and sent out "I.C.Q." to find out whether the other steamer needed assistance. He got no reply.

Cross-examined by Mr. Jenkins, witness said that it had been his practice to record all messages sent out by him, but the "I.C.Q." message in this connection was inadvertently omitted by him.

The other witnesses for the Anking were Mr. Edward John Han-kin, second officer, and Mr. T. Arm-kin, third engineer. They both corroborated the master's, (Capt. Ritchie's) evidence given yesterday morning.

DOCKYARD HOLIDAYS.

In the House of Commons Mr. Thorne asked the First Lord of the Admiralty whether it was the intention of his Department to continue to grant all recognised statutory Bank Holidays to manual workers in addition to the annual week's holiday; and whether the latter case all employees would take their holidays at one and the same time.

Mr. Alexander:—It is intended to continue in addition to the week's holiday, not only all the paid general holidays formerly public holiday. The answer to the second part of the question is in the affirmative, but whether every Bank Holiday will also be a dockyard paid holiday depends upon a decision which has not yet been taken as to the particular week to be made the closed week.

LONDON PORT RECORD

The traffic of the Port of London last year was greater than in any previous year. The total was 57,540,135 net registered tons, compared with 55,419,162 tons in 1929, an increase of 2,000,984 tons, representing 3.6 per cent. of the total increase for the year for the whole of the ports of the United Kingdom—21,767,500 tons. A large proportion of London's increased tonnage was in respect of the Dominions and Colonies.

During the week ended January 31, 1,289 vessels, representing 952,479 register tons, arrived at and departed from the port of London. Of these, 519 vessels (720,673 net register tons) were from and to foreign ports, and 770 vessels (231,806 net register tons) were engaged in the coastwise trade.

When Mr. J. H. Thearle, chief engineer of the White Star Line Olympic, retired in December he had served in her ever since she came out in 1911, and he has been succeeded by Mr. C. W. McKinn, who also joined the famous ship when she first left Queen's Island, and is now, indeed, the last member of the original complement. Mr. McKinn served his apprenticeship with Messrs. Harland and Wolff, at Belfast, and after three years in the drawing office, joined the White Star Line. He put in 4½ years in the Australian service, and nearly seven on the New Zealand run, and then he was drafted to the Olympic, from which he has never moved.

EATEN ALIVE

Passenger Picked Clean by Lions

A lorry was returning from an out-lying plantation at Blantyre, Nyasaland, when the brakes failed on a steep hill, and it dashed into a tree and was wrecked. The driver was flung out, and was taken to a nearby mission, where he died.

Two days later the lorry owner arrived to inspect the wreckage, and discovered a skeleton underneath, picked clean by lions, says the Johannesburg correspondent of the Morning Post.

He then ascertained that the driver had given a lift to a friend who had been pinned beneath the lorry, and had not been noticed by the rescuers. The evidence showed that he had been eaten alive.

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[I HING]

[Capt. Trotter]

[RCH]

FRI. TUES. 25th

WEL. SUN. 30th

[I MING]

[643. G. J. Spink.]

[RCH]

MO. FRI. 28th

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THE MAMMOTH

Geologist's Theory of Preservation

The question whether there were scientific confirmations of the Biblical deluge was discussed by Lieutenant Colonel L. M. Davies, F.R.S., in the Tanghorne Orchard prize essay for 1929, which he read to members of the Victoria Institute recently.

It had to be admitted, he said, that most geologists to-day could answer the question emphatically in the negative. But as a geologist he was satisfied that belief in the Flood was at least tenable on the basis of physical facts.

One of the many reasons for this opinion was the presence, all over Northern Asia, of remains of the mammoth. They were found buried deep in the permanently frozen soil, and often complete with skin and hair that they were buried before their bodies had decayed. There were associations of many cases of trees, a great tree having grown on nothing but hardy mosses could live in those. It seemed clear that caracaras on the island Sea, which represent scorpions and plateaux where are alive, must be those who fled there for safety after the deluge. The fact seemed to confirm the wide-spread water, heavily charged from the south, and for holding that the continental dimensions

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*ALIPORE	5,273	19th Mar. Noon	Straits, Colombo & Bombay.
RAWALPINDI	10,019	22nd Mar. Noon	Bombay, Marseilles & London.
MAIWA	10,980	25th Mar. Noon	Bombay, Marseilles & London.
RAIPUTANA	10,908	28th Mar. Noon	Bombay, Marseilles & London.
*BELTANA	9,005	31st Mar. Noon	Marseilles & London.
KASHGAR	9,005	10th Apr. Noon	Marseilles, London, Hull, Rotterdam & Antwerp.

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		1930	
TILAWA	10,006	19th Mar. 2 p.m.	Singapore, Penang & Calcutta.
TALAMBA	8,018	30th Mar.	Singapore, Penang & Calcutta.
TAKADA	9,649	31st Mar.	Singapore, Penang & Calcutta.
TALMA	10,000	16th Apr.	Singapore, Penang & Calcutta.

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carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*TANDA	6,956	16th Mar. 11 a.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	4th Apr.	
NELLORE	6,853	2nd May	

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SAILINGS TO SHANGHAI & JAPAN.

		1930	
MALWA	10,080	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
		Noon	
*NAGPORE	5,283	19th Mar.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	25th Mar.	Amoy, Shai, Moji, Kobe & Osaka.
*MIRZAPORE	6,716	28th Mar.	Shanghai, Moji, Kobe.
RAIPUTANA	10,608	28th Mar.	Shanghai, Moji & Yokohama.
SHIRALA	7,841	5th Apr.	Amoy, Moji, Kobe & Osaka.
*BELTANA		6th Apr.	Shanghai, Moji, Kobe & Yokohama.
*KHYBER	9,114	6th Apr.	Shanghai, Moji, Kobe & Yokohama.
TAKLIVA	7,938	8th Apr.	Amoy, Moji, Kobe & Osaka.
NELLORE	6,853	8th Apr.	Moji, Kobe, Osaka & Yokohama.
KASHGAR	9,005	11th Apr.	Shanghai, Moji, Kobe & Yokohama.
MANUVA	10,940	25th Apr.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	28th Apr.	Amoy, Moji, Kobe & Osaka.

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NEW TAKU BAR
CHANNELUNFORESEEN DIFFICULTIES
ARISE

At a meeting, held on February 18,
of the Board of Reference of the Hai
Ho Conservancy Commission, it was
decided to abandon the attempt to
make a new Bar Channel and to estab-
lish the existing Bar Channel over the
Taku Bar.

The Hai Ho Conservancy Board were
authorised, at a meeting of the Board
of Reference held on May 8, 1924, to
make a permanent channel over Taku
Bar, to purchase a second Bar Dredger
and to provide suitable repair shop and
dock accommodation for the Conservancy
Plant.

In July, 1920, the Commission's En-
gineer-in-Chief reported that unfore-
seen difficulties had arisen in connection
with the construction of the new
channel across the Taku Bar, neces-
sitating a reconsideration of the whole
scheme. The difficulties may be briefly
stated to lie in the vast accumula-
tion of silt on the flats through which
the course of the new channel has been
plotted; the consequent alteration of
the contour lines in the estuary; the
return, by wave action during storms,
of the silt excavated from the new
channel; the weakening of the wood
structure of the dykes owing to the
ravages of sea-borers known as Tereidos,
and the risks attendant upon the trans-
fer of navigation from the old to the
new channel.

It appears that these difficulties are
not insuperable. The unexpected accu-
mulation of silt outside the dykes can
be prevented from returning to the
excavated channel by doubling the
height of the dykes; the
recession of the contour lines can be
countered by the prolongation of the
dykes; the ravages of the Tereidos can
be overcome by strengthening the
dykes, and the transfer from the old
to the new channel can be effected by
means of a dyke gradually built up
across the Deep Hole, but with a re-
cognised danger that, during this pro-
cess of transfer, navigation might be
seriously restricted or even suspended.
The cost of adopting these remedies
would considerably exceed the amount
of the loan authorised.

The wisdom of adopting these re-
medies can only be gauged by the re-
sults to be derived therefrom, so that
the advisability of establishing the
Bar Channel in the direction proposed
in the original project rests upon the
reply to the question "Will the benefits
to be obtained be commensurate with
the additional expenditure involved?"

When the Hai Ho Conservancy
Board were confronted by these dif-
ficulties, they decided that the whole
problem should be reviewed by a com-
petent Committee of Engineers. They
succeeded in obtaining the advice of a
Committee comprising some of the most
experienced hydraulic engineers in
China. This Committee assembled at
Tientsin on November 16 last and
went very carefully into the whole
question.

From both the results of the Com-
mittee's deliberations and a further re-
port by the Commission's Engineer-in-
Chief, the Board considered that fur-
ther expenditure upon the establish-
ment of a new Bar Channel would not
be justified.

The Committee of Consulting Engi-
neers gave expression to the following
opinions:—

It is not practicable to make the
new channel effective for navigation
except at great cost. A new bar
would certainly form beyond the end
of the dykes which would need large
maintenance dredging.
There is no probability that the
proposed new channel if executed
would provide greater facilities for
navigation and better hydraulic con-
ditions than the present channel.
And the Commission's Engineer-in-
Chief, in his final report on the subject,
made the following statements:—

The direction of the channel does
not appear to have any special ad-
vantage. It has an important draw-
back, its obliquity to the waves.
My firm opinion is that it is better
to admit this loss than to maintain a
direction for the channel which ex-
perience contradicts and to continue
a work which would very soon entail
insuperable difficulties and risks.

The Hai Ho Conservancy Board had,
therefore, no choice other than to ac-
cept the first of the three conclusions
recommended by the Committee of Con-
sulting Engineers, namely:—

To abandon the new Bar Channel.
With regard to the remaining two re-
commendations of the Committee of
Consulting Engineers, viz:—

(2) To rectify the curvature at
the Deep Hole.

(3) To purchase a new bar
dredger.

The Commission's Engineer-in-Chief
has expressed his desire
To study, before recommending
purchase, the most efficient type of
dredger to cope with the fine sand
peculiar to the Taku Bar;

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TAIPING		
CHANGTE		

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benefit of the existing channel; and
To test, by gradual process, the
effect of groynes on the rectification
of the curvature at the Deep Hole.

In consideration of the decline of the
Commission's revenue for the year
1929; of the continued and marked fall
in the revenue for January this year;
of the serious depreciation of silver;
of the increase in cost of all wages and
materials, and of the depressed out-
look on trade in general, the Hai Ho
Conservancy Board are of the opinion
that anticipation of any surplus from
revenue this year is too optimistic for
its hypothecation towards expenditure
additional to their normal budget.
They, accordingly, advised against in-
creasing the loan commitments of the
Commission until they can see their
way clear to meet the concomitant
increase of interest payments without
risk of embarrassment to the normal
programme of maintenance and im-
provement, and they recommended a
policy of caution and retrenchment
until the effect of the trade depression
is known. The Hai Ho Conservancy
Board pointed out that, in any case,
the question of the selection of the
most suitable type of dredger will be
a matter involving a close study of con-
ditions peculiar to Taku Bar, and the
whole of this year will be required for
the study of this problem. They
stated, further, that the materials used

in the construction of the new channel
dykes will, in the opinion of their En-
gineer-in-Chief, be quite safe where
they are for the space of a year or so,
and that there was accordingly, no im-
mediate call for their recovery or for
their transfer to serve another purpose.

In the circumstances, they placed the
following resolutions before the Meet-
ing of the Board of Reference:—

1.—That the Hai Ho Conservancy
Commission be and hereby is
authorised to abandon the attempt to
make a new Bar Channel and to
establish the existing Bar Channel as
the Permanent Channel over the Taku
Bar;

2.—That the questions of the pur-
chase of an additional Bar dredger,
and of the improvement of the exist-
ing Bar Channel by other struc-
tural works be brought up again for
consideration after further study and
when circumstances, financial or
otherwise, dictate;

3.—That the materials used in the
construction of the new channel dykes
be felt where they are until it is ad-
visable to dispose of, recover or to
use them in other approved works
for the benefit of the Permanent Bar
Channel.

which were adopted.

WARSHIPS IN PORT

British warships in port this morn-
ing were:—

In Basin of R.N. Dockyard:
Tamar, Inroquois, Petersfield, Somme,
Marston.

North Arm: Kent.

West Wall: Herald.

In Dock: Serapis, Sandwich, Bridge-
water.

No. 6 Buoy: Suffolk.

No. 7 Buoy: Stormcloud.

No. 8 Buoy: Bruce.

No. 12 Buoy: Scraphi.

No. 3 Buoy: Sirdar.

Foreign men-o-war in port were:—
U.S. gunboat Mindanao.

French Gunboat Vigilante.

CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.

From LEITH, ANTWERP, LONDON,
STRAITS & MANILA.

The Steamship,
"BENROCH"

Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the Godowns
and/or extra hazardous Godowns of
The Hong Kong & Kowloon Wharf
and Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after
the 18th inst. will be subject to rent.
All claims against the steamer must
be presented to the Underinsured on or
before the 1st April, 1930, or they
will not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
17th inst. at 10 a.m., by Messrs.
Goddard and Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersig-
ned by,
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 11th March, 1930.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE

From DUNKIRK, ANTWERP,
BREMER, HAMBURG,
ROTTERDAM and
MARSEILLES.

The Steamship,
"CITY OF PERIN"

having arrived, Consignees of cargo
by her are informed that all Goods
are being landed at their risk into
the hazardous and/or extra-hazardous
Godowns of Holt's Wharf, whence de-
livery may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and
all Goods remaining undelivered after
15th March, 1930, will be subject to
rent.

All Claims against the Steamer
must be presented to the Underinsured
on or before 22nd March, 1930,
or they will not be recognised.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on any
Tuesday or Friday between the
hours of 10.45 a.m. and noon, within
the Free Storage Period of one week.
No Fire Insurance has been effect-
ed.

Bills of Lading will be countersig-
ned by,
THE BANK LINE, LTD.,
Agents.

Hong Kong, 10th March, 1930.

President Liner

WEEKLY TRANS-PACIFIC SERVICE
To San Francisco and Los Angeles To Seattle and Victoria
The Sunshine Belt via The Short, Straight Route
Honolulu to America

Fortnightly sailings on Tuesdays | Fortnightly sailings on Tuesdays
a.m. | a.m.
Pres. Taft Tues. Mar. 25 | Pres. Jackson Tues. Mar. 18, 1
Pres. Jefferson Tues. Apr. 8 | Pres. McKinley Tues. Apr. 1
Pres. Lincoln Tues. Apr. 22 | Pres. Grant Tues. Apr. 15

\$120, £112 Special through rates to Europe via
United States, Direct connections with all
Atlantic lines. Choice of rail lines across
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sight-seeing.

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ROUND THE WORLD

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Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York
and Boston.

Pres. Wilson Sun. Mar. 23, 8 | Pres. Garfield Sun. Apr. 20, 8
Pres. Van Buren Sun. Apr. 6, 8 | Pres. Polk Sun. May 4, 8

Pres. Taft Mar. 15, 6 p.m. | Pres. Jefferson Mar. 29 6 p.m.
Pres. McKinley Mar. 25 6 p.m. | Pres. Grant Apr. 8 6 p.m.

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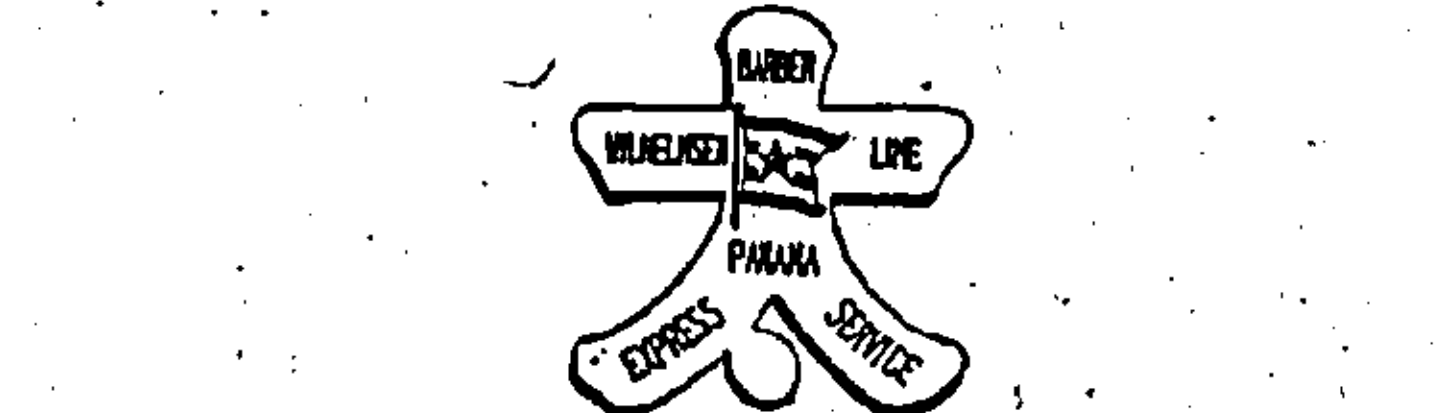
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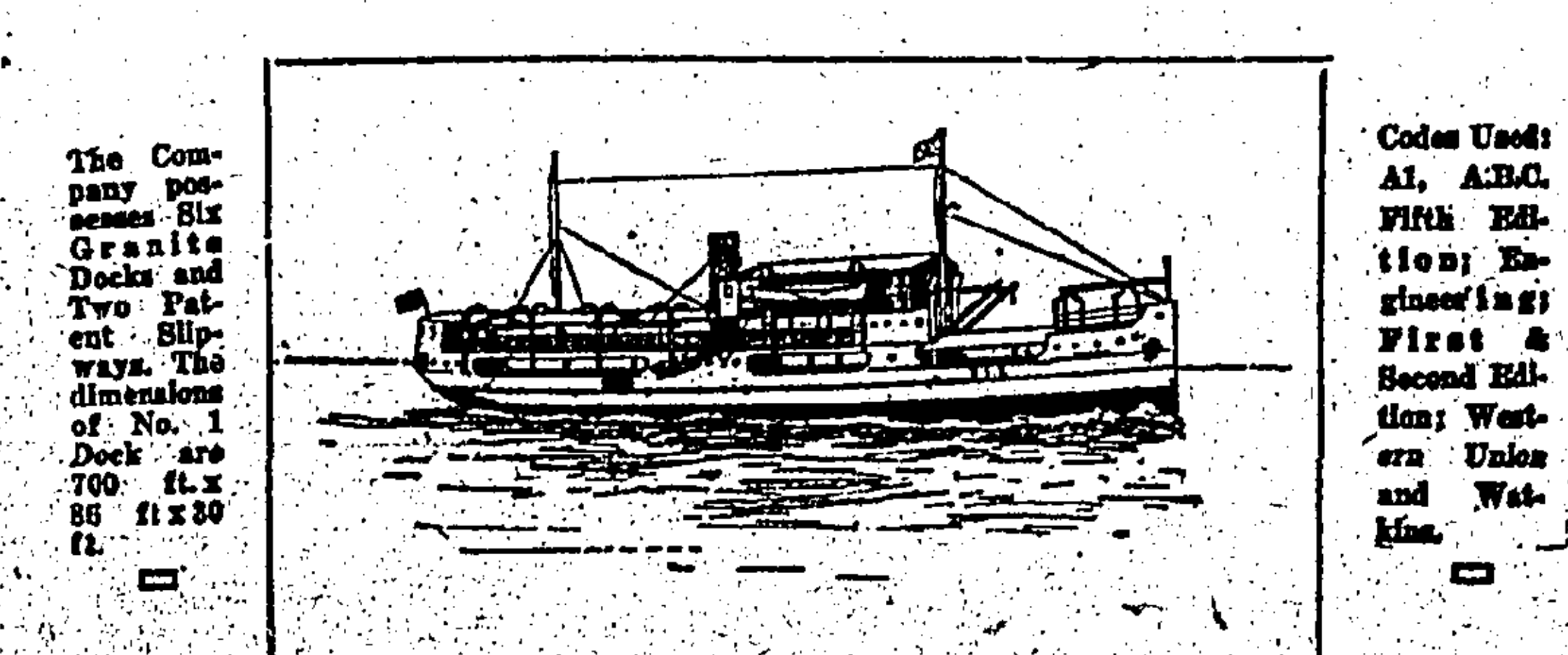
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BLACK PUDDINGS

60 cents per lb.

ON SALE SATURDAY

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Special Sale!**Gents' Rain Coats**

Good Quality, Light weight

\$6.50

Children's Rain Coats

from \$3.50 upwards.

You can't obtain these prices
from manufacturers.

HONG KONG BARGAIN HOUSE

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Next to Industrial & Commercial Bank New Building.

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SPECIAL OFFER IN GOLF HOSE

MEN'S JUST RECEIVED.

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SPORTING HOSE



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IN

MEN'S

WOOLLEN

GOLF

HOSE.

Plain ribbed legs
with fancy turnover
tops in neat de-
signs. Fawns and
Greys.

These Hose are really excellent value and at to-day's ex-
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NOTE THE PRICE **\$1.75** Pair

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BIRTH

GITTINS.—At the French Hos-
pital on March 12, 1930, to
Mr. and Mrs. W. M. Gittins, a
daughter.

Hong Kong, Thursday, March 13, 1930.

A MODERN BABEL

Chinese Christians who read their Bible will find in the story of the Tower of Babel a state of poly-lingual confusion which may be applied with equal truth to modern China. There we have the curious anomaly of a race of peoples reading the same writing, or characters, yet speaking totally different languages. In Kwangtung Province alone, seven-
teen dialects or more are spoken, whilst Chinese from the North coming to Hong Kong or Canton are forced to speak in English or some other foreign language. The complaint is often raised by patriotic Chinese that there is no unity in the country, that the people are selfish and do not care at all about the welfare of the nation. Is this state of affairs to be wondered at, when the people of the North, South, East and West of China have none of the greatest bonds of human friend-
ship—identity of speech? Civil war in a country is always a sign that a common ideal is lacking; and with China the dissension is not of religious views, of politics or of temperament so much as the barrier which differences of lan-
guage have set up.

It is learned that China has in-
vented and is to have a new lan-
guage. They call it "Pohua"
and its existence is due to the
desire of the educa-

tional authorities of the Gov-
ernment to do away with the
hundred or so dialects with which
the country is cursed.

Chinese to-day is perhaps one
of the most difficult languages in
the world with which to keep
abreast. Although the script re-
mains the same throughout the
country, the spoken tongue differs
in every province. In large cities
such as Hankow and Shanghai,
where the populations are made
up of provincials from all sections
of China, successful Chinese busi-
ness men must be able to speak
two or three dialects besides their
own. Merchants are sometimes
forced to employ interpreters,
while similar conditions exist in
the Government offices.

The Courts present another
serious language problem and a
large staff of interpreters must be
kept to ensure justice. An ex-
cellent illustration of the difficul-
ties the Courts are facing in this
respect occurred recently in
Shanghai Provisional Court, when
a Chinese from some obscure dis-
trict in the south was brought in
to face a charge of theft. Not
one of the eleven interpreters em-
ployed by the Police and the Court
could understand the man and,
since he could neither read nor
write, the case had to be post-
poned until someone could be
found who spoke the same brand
of Chinese. The Police searched
in vain for three weeks. Many
more interpreters were tried but
none was acquainted with the
man's dialect. Finally a student
was discovered in a small Chinese
University who happened to be
from the same part of the country
and the hearing was continued.
The case was such a minor affair
that it required only fifteen
minutes to complete after the in-
terpreter had been found, but be-
cause the dialect of the accused
was so completely unlike any-
thing spoken in central China, it
had caused the Court and the
Police a month of worry.

"Pei-hua," which is a mixture
of Mandarin and other northern
dialects, is expected to abolish
difficulties of this description
after a generation or two. It has
been proclaimed the National
tongue by the Government, and it
will be made a compulsory part
of the curriculum in every public
school in China.

PRINCE IN AFRICA

Rugby, Yesterday.
The Prince of Wales is now at Entebbe.
Yesterday he flew over Entebbe and
Kampala in an South African Air
Force machine engaged on the Cairo
to the Cape Services. The Prince's
Wireless Service.

News in Brief

Three cases of smallpox and one
of diphtheria were notified yester-
day.

Messrs. Lammet Brothers ad-
vertise an auction of goods and
chattels of the Metropole Hotel
on Friday, March 21.

A meeting of shareholders in the
Hong Kong Tug and Lighter Co.
Limited (in liquidation) will be
held on April 25 at noon in the
office of Messrs. Percy Smith, Seth
and Fleming.

An important auction of refinery
stores is advertised by Messrs.
Lammet Brothers to be held at
the premises of the Taikoo Sugar
Refinery, Limited, on Thursday,
March 20, commencing at 11 a.m.

The danger of hawking crackers
was mentioned by Mr. T. S. Whyte-
Smith this morning at the Kowloon
Police Court when he fined a Chin-
ese \$4 for hawking crackers instead
of clothing. Sergeant Barnicle
stated that no licence was ever
issued for the sale of crackers.

Two Chinese stall folks of the
Mongkok Market appeared before
Mr. T. S. Whyte-Smith to-day
charged with cruelty to a chicken
and a goose respectively. The
case was fixed for Wednesday,
March 19, at 11.15 a.m. The de-
fendants are on \$20 bail each.

A caution was given to two
Chinese youths by Mr. T. S.
Whyte-Smith at the Kowloon
Magistracy this morning for play-
ing football in Kai Yan Road.
Inspector Elston stated that the
defendants were arrested as the
result of complaints received at
the Station.

When a Chinese was fined \$4 at
the Kowloon Magistracy to-day for
failing to sweep up sugar-cane
shavings, Sergeant Barnicle in-
dicated that the sugar-cane busi-
ness was a very puzzling one, as
the Sanitary Department and the
Police could not decide whether
sugar-cane was a fruit or a vegeta-
ble!

On Monday Professor W. Brown,
M.A., B.Sc., F.R.S.E., A.M.I.E.E.,
will deliver a lecture on "Pompeii,
the Resurrected City," at 8.45 p.m.
in Room K of the Main Building of
the University when the next meet-
ing of the Education Society is held.
The lecture is open to the public,
and all interested will be cordially
welcomed.

The report of an armed robbery
was made to the police yesterday
afternoon by a Chinese widow living
at the second floor of No. 626 Shang-
hai Street, Mongkok. The report
stated that three robbers were
armed with knives and gained ad-
mittance to the flat on the pretext
of renting a cubicle. The occupants
of the flat were bound and gagged
and money and jewellery to the
value of \$88 were stolen.

TO ESCAPE POLICE

**Magistrate Says to
"Scamper up the Stairs"**

Faced with the problem of catching
a party of five trick cyclists, four
Chinese boys and a girl, an Indian
Sergeant managed to arrest the latter
and at the Kowloon Magistracy this
morning she was charged with reckless
riding in Nathan Road near Saigon
Street.

The Sergeant stated that one of the
male cyclists left his cycle behind when
chased by a constable, and made good
his escape, as did the others. The
cycle was now in the Police Station
awaiting a claimant.

His Worship expressed surprise that
the man should have left his bicycle be-
hind. He thought that escaping from
a policeman on a bicycle could be
achieved much faster than on foot, al-
though by the latter means one could
scamper up a staircase.

A fine of \$10 was imposed on the
girl.

ANOTHER DEFEAT

**French Government Lose
to Chamber**

Paris, Yesterday.
The Government were defeated by
the Chamber by 292 votes to 286 on
an educational matter, but the vote
was not on a matter of confidence, so
there is no question of resignation.

GENERALS IN HONAN

According to a report received, it ap-
pears that Generals Han Fu-chu and
Shih Yu-san have established their
Headquarters at Han Hsiang and
Changshieh in Northern Honan.

Mrs. Marion McCrone, aged 63,
of Dumbreck, Stirlingshire, who
had an illicit still in a locked cup-
board in her house, was fined £250
at Glasgow.

An operation on Miss Fay Com-
pton, the actress, at a London hospi-
tal, was successful, and her con-
dition is satisfactory.

**MAGIC OF A MALAY
NIGHT**

[BY JAMES L. GRANT]

WHEN I beheld it all for the
first time I was conscious that
every dream I had ever aspired to
was here realised; that here was
beauty—such beauty as could only
exist on the canvas of a Gauguin,
for here in truth the miracle was
being manifested.

The day in Singapore had been
hot and sticky; not a breath of air
came off the sea. So I had lain on
the verandah of my room all day
long, listening to the shrill cries of
rikisha coolies and street vendors,
sniffing the foul smell which rises
from the river in the hot months,
watching tall Tamils and yellow
Chinese in brightly coloured sarongs
call to one another in raucous
voices.

It is an easy life in Malaya, where
you work a little and play a little;
where no effort is needed, so that
you wonder vaguely if you will ever

be able to accustom yourself again
to the strenuous bustle of the West.

We sped out into the country
where the night was warm and
soft. We relaxed to it with that
fullness of good health which is so
peculiar to the warmth of the East.
The atmosphere was no longer op-
pressive in its humidity; only clam
and restful.

It was good to be away from
Raffles Hotel, with its jazz band, its
dancing, and night life; its painted
women and superior young men.
My companion was a restful man
who loved poetry and music; who
knew the kinship of the earth, the
lives of the natives, and spoke
Malay like a native himself.

All about us on the road was the
unbelievable beauty of the island;
the vivid scarlet blossoms of the
Flame of the Forest; the tall
slender trunks of coconut palms
reaching away up to the heavens;
the stocky rubber trees set in clean
rows together, and in between, run-
ning riot, brilliant greenery of all
kinds of shrubs and flowers. All
the deep glory of it was caught up
in the gentle peace of the evening
twilight which was just falling.

Surely, I told myself, here it
would be possible to find that ease
and repose which is lacking in the
western world, with its political and
industrial conflicts. Here one could
relax and respond to the tranquil
spirit of the land and its quiet
waters.

I had been told again that no
European living in the Federated
Malay States ever achieved to that
perfect repose and happiness which
is missing in the sophisticated
modern. And having observed his
way of life in Penang and Singa-
pore I can quite believe it.

Surely the fault lies not in the
atmosphere of the Malay States,
but rather in the psychology of the
European himself. Everywhere
you can find evidence that he re-
fuses to forget Europe. He sets
up huge American buildings, he
builds hotels with all the modern
conveniences into which he intro-
duces cocktail bars and cabaret
shows—a special picture theatre on
the lines of the London Plaza is be-
ing built to install the latest talking
films—and then he complains and
wonders why the Malays and Chi-
nese, the Bengalis and Tamils are
becoming more independent and
Europeanised in their way of life.

"Time Did Not Matter"

For myself, I found that re-
sponse to Nature here on the Malay
coast in just the same full measure
that I have often felt on the Sussex
downs or amongst the Surrey hills.
My nerves were soothed and freed
from the strain of modern hurry—
I drank deeply and gratefully of the
beauty about me. For days I had
worn no watch: time did matter
here, where one could live simply
and beautifully without contention.
We passed along an avenue of
tall palms and came out on the
sandy beach of the coast. As yet
the moon had not risen, and native
fishermen shot to and fro in their
canoes, the light from their torches
showing up the tall spears of the
fishing stakes.

Over to our left lay a native
village, the thatched roofs of its
houses built round the trunks of
palms for support, the sides re-
maining open to the sun and rain.
Walking across, my friend spoke to
some of the natives. They told
him that the crops were good, but
that the previous night's fishing had
been poor. We accepted sunflower
seeds from them and walked back to
the beach chewing them contentedly.

For something like two hours
we lay on the warm sand listening
to the croaking of frogs, the shrill
cry of cricket and the soft lapping
of the incoming tide. Hardly a
word passed between us, for we were
both conscious of an extraordinary
communion and understanding—it
was as though all the beauty I had
ever sought was contained in that
present.—Daily Chronicle.

Ten Years Ago

(From the "China Mail,"
March 12, 1920.)

To-day's dollar is worth 4/11½d.

The Blue Funnel ship Antiochus
arrived in port this morning on route
from Vladivostok to Europe. Aboard
are 1,203 Serbian, Croat and Slovene
soldiers and their families. While en
route from Vladivostok to Hong Kong,
smallpox and typhus fever broke out
among these troops and their families.
On the arrival of the ship this morn-
ing, thirteen cases were taken to the
Isolation Hospital. The ship is to be
thoroughly disinfected here and prepara-
tions made for proceeding on its voyage free
of disease.

The Captain commanding the batte-
lion has left the "Antiochus" as a re-
quest to the American Red Cross, who
are for a considerable supply of drugs,
medicines, and linen.

DANGER TO TRAFFIC

**What is Riding in a
"Decent Manner?"**

CYCLIST DISCHARGED

That a person riding a bicycle with
another person on the backstep in a
"decent manner" did not constitute a
danger to traffic, was an opinion ex-
pressed by Sergeant Hughes at the
Kowloon Magistracy this morning, in
connection with a case in which a
Chinese was charged with reckless driv-
ing in Kap Shek Mei Street.

The defendant pleaded that he was
taking a friend home to Ki Lung Street,
near the street in which he was ar-
rested.

The police officer stated that the
street in question was under repair
at the far end towards Lai-chinok Road,
and that it was a street where there
was hardly any traffic and few pedes-
trians. Riding with a person on the
back step, in circles, did constitute a
danger.

His Worship said he would hold it
dangerous if a person were to ride de-
cently along a crowded street, such as
Shanghai Street. He would advise the
defendant not to take anyone on the
back step, and discharged him.

OPIUM POSSESSION

**Australian Chinese
Discharged**

Edward Charley Clark (38) un-
employed, of Melbourne, appeared be-
fore Mr. Whyte-Smith at the Kowloon
Magistracy this morning charged with
the unlawful possession of one tael of
non-Government prepared opium, found
at 1, Peking Road.

A second man, named Lai Fan (36),
a tallyman, had his bail of \$150 es-
treated.

Detective Sergeant Humphreys stated
that he wished to drop the charge
against Clark as the man who was
absent was the real offender.

Clark was accordingly discharged.

HAUL OF OPIUM

**\$8,000 Worth Found on
Untenanted Sampan**

At about midnight on March 11,
Detective Sergeant Fitches and a
party of detectives boarded a
untenanted registered sampan lying
off the wharf at Pitt Street, in the
Yaumati Typhoon Shelter, and
seized a huge quantity of raw and
prepared opium, worth over
\$8,000.

The case was mentioned at the
Kowloon Magistracy this morning,
and was adjourned for one week.

AIR SERVICES

**Between Australia and
Straits**

Canberra, Feb. 14.
In a speech here the Premier, Mr.
Scullin, declared that although Great
Britain apparently assumed that the
Commonwealth was willing to sub-
sidise a Singapore-Australia Air
Service, the Commonwealth Govern-
ment had not yet decided whether it
preferred that Imperial Airways
should wholly control the Britain to
Australia service or whether an
Australian subsidiary company
should operate between Singapore
and Australia.

Imperial Airways suggested em-
ploying large flying-boats similar to
those operating in the Mediter-
ranean.—Straits Times.

A suitcase containing articles
valued at \$30 was stolen in Greek
Street, Soho, W., from the motor-
car of Miss Dorothy Sascombe, the
actress.

A resolution in favour of the
sterilisation of the mental unit was
passed unanimously at a meeting of
the Donaghishire County Council.

WHERE THE MONEY GOES

ADDITIONS TO ESTIMATES FOR 1929 & 1930

P.O. PRIVATE BOXES

At a meeting of the Finance Committee of the Legislative Council to-day the following Supplemental Votes will be considered:—

Estimates, 1929

Harbour Department:—Filing Cabinets for Registration Records, \$294.
Provision made in Estimates \$ 655
Provision made by Supplementary vote 464

Total \$ 1,119
The cost of cabinets as quoted by the Crown Agents was \$101.117 which estimated at Exchange 1/11= \$1,059.96.

The actual rate of exchange applied in respect of this amount in Crown Agents November Account was 1/8 1/2= \$ 1,174.89

To this must be added the cost of freight previously omitted from Estimate, viz. £20.16= say 238.11

Total \$ 1,413.00
Already provided 1,119.00

Now required 294.00
Only \$60 was allowed for freight as it was not anticipated that cabinets would be as bulky when packed and shipped as they eventually proved to be.

The above is to be met from savings under Expenses of numbering Boats (1929 Estimates page 26 sub-head 6). (C.S.O. 285/29).

Post Office:—Provision of additional Private Letter Boxes, \$1,290.
Private letter boxes were indentured for from the Crown Agents in 1924 and charged to Public Works Department, Unallocated Stores Advance Account. They are lying in that Department's Warehouse Store and it is now proposed to utilize some of them and to transfer their cost to a new item Post Office, Special Expenditure, Private Letter Boxes.

Estimates, 1930

Secretariat for Chinese Affairs:—1. Personal Emoluments. Salary of Chinese Assistant, \$600.
Provision made in

Estimates \$10,492.00
Provision has been made in 1930 Estimates for the initial salary of a Chinese assistant on the scale \$3,000-\$3,800 per annum, by \$200 annually. Mr. Lau Tze-ping who has been appointed to this post has been drawing salary as Chief Censor at the rate of \$3,600 per annum. In order therefore that Mr. Lau may not be a loser on taking up his new appointment, it is proposed that he should be allowed to commence at the point in the new scale which corresponds to the salary which he has hitherto been drawing.

A vote is requested for \$600 being the difference between the amount provided in the Estimates (\$3,000) and the rate at which it is recommended that Mr. Lau should commence to draw his new salary.

New Motor Boat

Police Force:—Special Expenditure. 1 Motor Boat, \$1,130.
The sailing boat used by Police at Tai O Police Station has been condemned as unsafe by the Honourable Harbour Master. It is proposed to replace this boat by a motor boat the estimated cost of which is \$1,130.

No provision exists for this unforeseen expenditure in the 1930 Estimates and a vote for \$1,130 is therefore requested.

Praya East Reclamation

Public Works Extraordinary:—Hong Kong Buildings: New Workshops on Praya East Reclamation. To complete the new buildings commenced in 1929, \$37,200.
The new waterworks workshops in course of erection on the Praya East Reclamation were estimated, at 1929 maintenance contract rates, at \$58,000.

A vote of \$37,200 is requested to complete the work in accordance with the particulars below:—
Estimate at 1929 Maintenance Contract Rates \$58,000
Additional sum required to meet increased Contract rates for 1930 2,100
Additional items to original scheme:—

- (a) Office for "House Services" \$2,000
- (b) Additional Electrical work 1,800
- (c) Gutters and down pipes not previously included 1,000
- (d) Bitumastic paint for ironwork in lieu of ordinary paint 200

Total Revised Estimate \$69,000
Approximate expenditure in 1929 22,400
Provision made in Estimates 46,600

Railway Printing
Kowloon-Canton Railway:—Printing and Stationery Printing, Stationery and Tickets, \$920.
Provision made in Estimates, \$2,200.

To comply with Section 32, Clause 4 of the Railways Ordinances 1909 and 1927, it is necessary to have copies in English and Chinese of all rules made under the Section kept at every Station, readily available for both the Railway Staff and the Public.

It was hoped that the printing would be done at the Gap, in the ordinary course, but pressure of other important work is continuing to delay this item. It is therefore considered necessary to entrust the printing to the Government Printers.

The cost is as under:—
500 copies Staff Rules in Chinese \$750
200 copies Rules in Chinese 170
..... \$920

As no provision has been made in the current Estimates for this Expenditure, a Supplementary Vote for this amount is now asked for.

Rubble Mound

Public Works Extraordinary:—Hong Kong, Miscellaneous: Rubble Mound at North Point. To form protection to dump for surplus materials excavated on South side of Shaikwan Road, \$20,000.

It is necessary to provide a dump for surplus material in connection with further reclamation at North Point eastward of M.L. 431, and the disposal of spoil and rubble excavated from a balance tank and other works which are being undertaken in that vicinity.

It is proposed to erect a rubble wall to retain the dumped material and prevent it being washed into the harbour.

By providing this means for the easy disposal of surplus material a saving of \$3,800 will be effected on the North Point Balance Tank contract, and in addition, reclamation for the continuation of the 100-foot road and adjoining areas will be carried out at a considerable saving of ultimate cost.

Shamshui Ferry Pier

Public Works Extraordinary:—New Kowloon—Port Works, Shamshui Ferry Pier. To complete work commenced in 1929, \$46,000.
Provision made in Estimates, \$55,000.

A sum of \$150,000 (on account) was provided in the 1929 Estimates, \$75,000 of the above sum to be used for the construction of the Shamshui Ferry Pier.

The tender received for an all iron pier was not accepted, being too high. This necessitated calling for fresh tenders for a reinforced concrete pier, thus delaying commencement of construction until July, 1929. In consequence, the value of completed work at the end of the year only amounted to \$19,000.

Due to the unfavourable rate of exchange for the purchase of pier materials to be obtained from London, the original total Estimate of \$110,000 for this pier will require to be increased to \$120,000.

A vote of \$46,000 is therefore requested to cover the cost of completing the work in 1930.
Revised Estimate \$120,000
Approximate Expenditure to 31.12.29 19,000

Value of uncompleted work to be carried out in 1930 \$101,000
Amount provided in 1930 Estimates 55,000

Amount required \$ 46,000

Mongkok Ferry Pier

Public Works Extraordinary, Kowloon, Port Works, Mong Kok Tsui Ferry Pier. To complete work commenced in 1929, \$50,000.
Provision made in Estimates, \$55,000.

A sum of \$150,000 (on account) was provided in 1929 Estimates, \$75,000 of this amount was to defray the cost of constructing the Mong Kok Tsui Pier.

Commencement of construction was delayed until July of 1929 for the same reasons as in the case of the Shamshui Ferry Pier. The value of work completed at the end of the year amounted to only \$15,000.

The original total Estimate of exchange for the purchase of materials to be obtained from London.

A vote of \$50,000 is therefore requested to cover the cost of completing the work in 1930.
Revised Estimate \$120,000
Approximate Expenditure to 31.12.29 15,000

Value of uncompleted work to be carried out in 1930 \$105,000
Amount provided in 1930 Estimates 55,000

Amount required \$ 50,000

Volunteer Corps

Defence, Hong Kong Volunteer Corps:—Special Expenditure, Saddles for Mounted Infantry, \$250.
Provision made in Estimates, \$250.

The excess in cost of the articles over the estimated amount is due to the fall in the sterling value in the dollar between the date of assessing value and the actual payment and a rise in actual sterling cost at time of purchase over sterling cost at time of estimate.

Rent of Dispensaries

Medical Department:—Rent of Premises for Dispensaries and garage, \$245.
Provision made in Estimates, \$1,074.

The present dispensary premises at Un Long are not large enough for the accommodation and treatment of the growing number of outpatients, and it is recommended that a new and larger house be rented. The supplementary vote now asked for is to cover the extra rent required for the remainder of 1930.

The above is to be met from savings under maintenance of lunatics at Canton.
District Office, South:—2. Conveyance Allowances to District Officer, &c., \$480.
Provision made in Estimates, \$560.

A conveyance allowance of \$15 per month was voted for the District Officer, South, in 1930 Estimates. The duties of the two District Officers, North and South, are now shared by one District Officer and one Assistant District Officer for both districts. The Assistant District Officer uses his private motor car for such mileage as to entitle him to the full monthly allowance of \$55 and a vote is requested to cover the difference between \$15 and \$55 per month for the whole year.

Payment of this increased conveyance allowance was approved for the second half of 1929 but the decision had not been arrived at in time for provision to be made in 1930 Estimates.

Kowloon Tong Development

Public Works Extraordinary:—New Kowloon, Miscellaneous, Kowloon Tong Development. To complete the work in hand approved last year, \$1,500.
A sum was provided in the 1929 Estimates for this work \$4,000.00

The expenditure during 1929 for work done under old and new contract, was 1,995.09

Leaving an unexpended balance of \$2,004.91

The old contract was closed on 17.9.29, owing to the unsatisfactory manner in which the contractor proceeded and the work re-let to another contractor for a sum of \$1,900.00

Little progress was made, since this contract was not signed until November, the expenditure thereunder being only 400.00

Leaving a balance of \$1,500.00

A vote of \$1,500 is requested to complete this work.

Kowloon Tong Drainage

Public Works Extraordinary:—New Kowloon, Drainage, Kowloon Tong Development Area—Connection of stream North of Hill Area to Main Nullah. To complete the work in hand, approved last year, \$300.

A sum was provided in the 1929 Estimates for this work \$21,000.00
The expenditure during 1929 for work done under old and new contract, was 16,424.74

Leaving an unexpended balance of \$ 4,575.26

The old contract was closed on 17.9.29, owing to the unsatisfactory manner in which the contractor proceeded and the work re-let to another contractor for a sum of \$1,091.00

Little progress was made, since this contract was not signed until November, the expenditure thereunder being only 767.64

Leaving a balance of \$323.36

A vote of \$300 is requested to complete this work.

Kowloon Teal Road

Public Works Extraordinary:—New Kowloon—Communications, Kowloon Tong Development Area at Kowloon Teal—Extension of roads (no surfacing). To complete work in hand approved last year, \$6,400.
Provision made in Estimates, \$8,000.

A sum was provided in the 1929 Estimates for this work \$20,000.00
The expenditure during 1929 for work done under old and new contracts, was 6,612.28

Leaving an unexpended balance of \$13,387.72

The old contract was closed on 17.9.29, owing to the unsatisfactory manner in which the contractor proceeded and the work re-let to another contractor for a sum of \$11,910.00

Little progress was made, since this contract was not signed until November, the expenditure thereunder being only 500.00

Amount provided for 1930 (deduct) \$ 5,000.00

Leaving a deficit of \$ 6,410.00

A vote of \$6,400 is requested to complete this work.

5 K.W. Transmitter
Public Works Extraordinary:—5 K.W. Transmitter for ship traffic. To install the transmitter approved and ordered in 1929, \$180.

A sum of \$14,400 was included in the 1929 Estimates for this apparatus which was ordered from Home in January, 1929. It did not arrive in Hong Kong, however, until December, 1929.

A vote equal to the unexpended balance in 1929 (\$180) is requested to meet the cost of installation.

Public Works Extraordinary:—Hong Kong, Miscellaneous, W/T Expenditure on Buildings and Plant to effect necessary improvements. To complete the work approved and commenced in 1928, \$7,636.

A sum of \$91,440 was approved in August, 1928. The work was immediately put in hand and plant and apparatus ordered from Home. Out of the balance unexpended at the end of 1929, \$52,510 was voted in 1929 and the expenditure during the year was \$43,339.94.

The 500 watt sets, although ordered in 1928, did not arrive until December, 1929.

A vote equal to the unexpended balance in 1929 (\$7,636) is requested to meet the cost of installation.

Public Works Department:—Other Charges, Special Expenditure, Dehumidifying Plant. To meet the cost of installation, \$2,800.

A sum of \$10,000 was included in the 1929 Estimates for this plant which was ordered from Home in May, 1929.

The greater part of the plant did not arrive in Hong Kong until this year.

A vote equal to the unexpended balance in 1929 (\$2,800) is requested to meet the cost of installation at the Peak Wireless Telegraph Station.



The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.V. on 355 metres:—

5-7 p.m.—Dance Programme Victor Recording by Courtesy of Messrs. Moutrie and Company. During which excerpts from the talking picture "Words and Music" will be relayed from the Queen's Theatre.

7-8 p.m.—Experimental Programme.
8-10.30 p.m.—Chinese Programme.
10.30 p.m. Close Down.

MR. PEPPY IN HONG KONG

This day do take my nunchoon with a pretty wench, who tells me, to my great content, that she is to be my play. How she shall do her part I know not, but well, I expect. But Lord! if my wife do hear of this. This night Mr. Progers and Mr. Povy to dinner, and we do talk much of the excellent comfort arranged for all at the Jockey Club. And all agreed that the Stewards had done most marvellous good work in a wondrous short space of time. For there is a lounge mighty comfortable where one may drink of chocolate in the early morning so be one is minded to visit the Course at crack of dawn. And also there is a good bar where strong waters may be had for the signing. But how they shall collect the chits the Lord knows, and I hear that Linstead and Davis have much before them. But there be so many flairs and gossips, I know not what I may believe. But I wax stout, and hope to find elevators next year. Wherewith Povy and Progers agree. Then we fall to musick for an' space. And so to bed.

Mr. Justice Bateson, in the Divorce Court, rescinded the decree nisi granted to Mr. Robert Hay Dillon, an actor, of Gower Street, W.C., against his wife, Mrs. Katie (Dillon) Hay Dillon, as the King's Bench Justices and stated that Mr. Dillon committed adultery on three occasions with Joan White, a member of his touring company.

NEW ADVERTISEMENTS.

G R

1930—1931.

SEALED TENDERS will be received at the R.N. Hospital, until 10 a.m. on the 21st March, 1930, from persons desirous of supplying Beef, Mutton, Fowls, Pork, Bread, Cheese, Pure Cow's Milk, Ice, and other provisions and necessaries for the year ending 31st March, 1931.

Printed Forms of Tender and further particulars can be obtained at the R.N. Hospital.

The right to reject the lowest or any tender is reserved.

WM. W. KEIR,
Surgeon Rear Admiral.
R.N. Hospital, Hong Kong,
13th March, 1930.

THE HONG KONG TUG & LIGHTER CO., LTD.
(In Liquidation.)

NOTICE IS HEREBY GIVEN in pursuance of Section 188 of the Companies Ordinance 1911, that a General Meeting of the Members of the above-named Company will be held at the Offices of Messrs. Percy Smith, Seth & Fleming, 6, Des Voeux Road Central, on SATURDAY, the 26th day of April, 1930, at 12 o'clock noon, for the purpose of having an account laid before them showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanations that may be given by the Liquidators and also of determining by Extraordinary Resolution the manner in which the Books, Accounts and Documents of the Company and of the Liquidators thereof shall be disposed.

Dated the 13th day of March, 1930.

J. HENNESSEY SETH,
S. HAMPDEN ROSS,
Joint Liquidators.

PUBLIC AUCTIONS.

THE Undersigned have received Instructions to sell by Public Auction

ON
THURSDAY, March 20, 1930, commencing at 11 a.m., at the premises of The Talkoo Sugar Refining Co., Ltd., Quarry Bay.

A Large Quantity of REFINERY STORES

Comprising:—
Plate Bending Roll Mill, Drilling Machines, Lathes, Beveling Machines, Screwing Machines, Empty Jars, Scrap Brass Bushes, Brass Turnings, Old Filter Press Cloths, Heaslan Bale Covers, Platform Scales, Scrap Iron, Broken Empty Bottles, Calcium Chloride, Special Grapholine Paste, Fumiger Paint, Marine Grease, Asbestos, Agul Paint, Pabco Paint, Sanalene White Enamel, Salamander Oil, Colza Oil, Holist Brakes, BB Cent. Machine Brakes, Porcelain Insulators, Rubber Rings, Washour Motors, Bolts and Nuts, Iron Cotter Pins, Dies, Block Files, Wood Blocks, Iron Washers, Iron Studs for Insulators, etc.

On View from Wednesday, March 19, 1930.

Terms:—Cash on Delivery.
LAMBERT BROS., Auctioneers.
Hong Kong, March 18, 1930.

NOTICE TO CONSIGNEES.

LLOYD ROYAL BELGE SA.
From ANTWERP.

The Steamship, "SUIVIER" having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of Hong Kong and Kowloon Wharf and Godown Co., Ltd. whose delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th March, 1930, will be subject to rent.

All Claims against the vessel must be presented to the Undersigned on or before 24th March, 1930, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on 17th March, 1930, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD., Agents.
Hong Kong, 12th March, 1930.

Col. G. R. Crossfield, chairman of the British Legion, will retire when his three years' term of office expires next June, and the vice-chairman, Col. John Brown, of Northampton, has been nominated as his successor.

ELECTRIC RECORDING
Without Scratch
Columbia
Your Records
1907 Just You—Just Me Ukulele 1ks.
Hang On To Me "
1930 Reaching For Someone "
Sophomore Prom "
1892 Your Mother And Mine C. W. Hamp.
Junior "
1978 I'm a Dreamer Lowry.
If I Had a Talking Picture "

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CALDBECK, MACGREGOR & CO., LTD.

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LATEST STYLES
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LEADING MAKES



Best Make
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MAN LOONG.

PRESERVED GINGER MANUFACTURERS.

NEW SEASON PRESERVED GINGER

Best quality—Prompt attention to Exporters.

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Factory:—2 Godown, Praya, Dundas St., Mongkok. Tel. K.88.



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WITH
COD LIVER OIL

Is made from the finest selected Barley and malted with the greatest care on the Company's own premises by the most scientific methods of manufacture.

THE DISTILLERS COMPANY, LTD.

EDINBURGH.

Price:—Per 1 lb. Jar—\$1.10
Per 2 lb. Jar—\$2.00

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WATCHMAKERS & JEWELLERS
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Union Building (Opposite G.P.O.)
Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

REFLEX CAMERAS with 4.5-3.5 & 2.5 lenses
KODAKS—LOCAL VIEWS—LANTERN SLIDES.
ALWAYS IN STOCK.
EXTRA SPECIAL ATTENTION GIVEN TO DEVELOPING
PRINTING, ENLARGING
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PHOTO SUPPLIES
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OVERLAND CHINA MAIL
A WEEK'S PAPERS IN ONE.
LOCAL NEWS, CHINESE NEWS,
and all the NEWS.
The Weekly paper that saves you
the trouble of writing Home.

The Colony has witnessed another conflagration, this time in Kennedy Town, which unfortunately resulted in the loss of three lives, harrowing scenes being witnessed in the rush to escape. Graphic details are exclusively reported in the **OVERLAND CHINA MAIL**.

Company meetings and dividend announcements are usually frequent at this time of year. Full reports will be found of interest to old-timers and friends at Home who may have shares. Send them an extra copy of this week's **OVERLAND CHINA MAIL**.

In spite of inclement weather this year's Flower Show has been a great success. A full list of awards appears in this week's **OVERLAND CHINA MAIL**.

The trial has been concluded at the Criminal Sessions of two Chinese concerned in the attempted piracy of the s.s. Haiching. The full evidence and verdict are reproduced in the **OVERLAND CHINA MAIL**.

A Court of Enquiry has commenced in regard to a collision in a fog between the s.s. Anking and the s.s. Tandu. The first day's proceedings are reported in the **OVERLAND CHINA MAIL**.

China has as usual been engaging attention by virtue of the strife between the war lords in the North and the war in the South between the Cantonese and the Ironsides and the Kwangsi forces. All the latest developments will be found in the **OVERLAND CHINA MAIL**.

Lovers of sports are well catered for, the week-end programme comprising the first extra race meeting, Shield and League football matches, and cricket matches. Special reports will be found in the **OVERLAND CHINA MAIL**.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at the cost only of \$2.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatever in Hong Kong, Australia, and Canada testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a note to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent **OVERLAND** because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the only weekly news budget which has a coloured pictorial supplement with local photographs. It is made just to suit requirements, as it has done all along. What more could be desired?

READY TO-MORROW

Mail via Suez closes at 10.30 a.m. on Saturday.
and via Siberia at 2.30 p.m. on Friday.

SINGLE COPY 25 Cents.

INCLUDING SPECIAL COLOURED
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(Sold at the street, and at the bookstalls or you can send your subscription to the office—H.K. \$15 per annum, or \$5 including postage abroad. Half-yearly or quarterly periods pro rata.)

No. 22, WINDHAM STREET—PHONE C. 22.

"THE OVERLAND CHINA MAIL"

TAFT AT REST

Very Simple Funeral Service
"A GREAT SOLDIER"

Washington, Yesterday.
Daylong blustering rain drenched the thousands who lined Pennsylvania Avenue and silently watched the slow march of Mr. Taft's funeral cortege to All Souls Unitarian Church, of which Mr. Taft was a member, where a very simple service was held.

Mr. and Mrs. Hoover and members of the Taft family, and official Government representatives, who awaited the arrival of the cortege at the Church, joined the procession to Arlington Cemetery, where a brief military service was read at the grave. Three volleys of musketry followed, and bugles playing "Taps" closed the scene.

Mr. Taft is privileged to lie among the nation's great soldiers, by virtue of his service as War Secretary, and during his term of Presidency as Commander-in-Chief of the Army and Navy—Reuter's American Service.

WAR IN INDIA

(Continued from Page 1.)

reached Asali at 10.30 in the morning, and were received by a hundred villagers with flags, garlands and music. Gandhi halts at Asali for the day, and addresses a meeting in the afternoon, when the villagers will present him with a purse.

Operators of several film companies, including one German concern, are accompanying the party.

After the death of three children from small-pox at Gandhi's ashram last week, Gandhi, who is a strong anti-vaccinationist, was urged by his friends to advise the members of the ashram to be vaccinated. Gandhi said he was as strong as ever against vaccination, which to him was like beef eating, but he would not prevent anyone anxious to be vaccinated from taking the precaution.

"Fight to a Finish"

Bombay, Yesterday.
Now that Gandhi's "war of independence" has started, Congress organisations are doing their utmost to speed up recruiting. A "war council" of the Bombay Provincial Congress Committee is calling for new money, exhorting Bombay to take the lead in "this fight to a finish."

Volunteers are divided into three classes, namely "Ironsides," prepared for immediate civil resistance, "Reserves," ready to replace the Ironsides put out of action, and "Irregular Territorials," who will participate in demonstrations.

Gandhi, writing in his weekly paper, Young India, says he is not surprised at the Viceroy's reply to his ultimatum. Lord Irwin represents a nation which does not yield and does not repent easily, but readily listens to physical force. Dealing with the Viceroy's reference to the probability that he will violate the law and endanger public peace, Gandhi says the only law the nation knows is the will of the British administrators, and the only peace the nation knows is the peace of a public prison. India is one vast prison house.

"I repudiate this law, and regard it as my sacred duty to break the mournful monotony of compulsory peace that is choking the nation's heart for want of a free vent."

Students Demonstrate

Two thousand schoolboys who were demonstrating, came into collision with the police, and several boys were injured and sent to hospital.

This schoolboys' demonstration was one of a number organised by Congress adherents in Bombay and its suburbs.

The Chief Magistrate, Mr. Destur, appeared on the scene and ordered the release of a boy who had been arrested, on the deposit of seventy rupees. Mr. Destur added that he had hitherto not ordered any arrests, but he would be compelled to do so if the panic continued.

The demonstrations included a parade of national volunteers and a procession through the main thoroughfares.

Unconscious Humour
An amusing incident occurred at the hoisting of the national flag on the Congress house. A Jain communal band, borrowed for the occasion, unconsciously struck up "God Save the King." An immediate outbreak of hissing and shouting silenced the band, after which the ceremony was carried out without music.

The schoolboys' collision with the police was due to the arrest of one of their number, whom they followed to the police station shouting "shame." They were forcibly dispersed, when they rushed the station compound, and after this Mr. Destur appeared and ordered the release of the boy.

Youngsters earlier demonstrated in front of the municipal offices, jeering the decorations, especially the Union Jacks, in connection with a banquet to-night at which the Governor of Bombay will be the chief guest.

BRIBERY IN INDIA

Evidence Before the Whitley Commission
LABOUR PROBLEM

Three months' stay in India must have forced the Whitley Commission to the unpleasant conviction that there was little or no escape from the evils of bribery in some form or other in the country's industrial system. Consequently it was with expressions of relief, not unmixed with scepticism, that they learned at their inquiry in Calcutta that one big firm of contractors of labour, at least, had been able to abolish the practice among its employees.

Mr. Whitley was frankly sceptical and his doubt was shared by Sir Victor Sassoon.

"Can you tell us why yours is apparently the only concern in India that has been able to stop extortion of the men's wages by sirdars?" he asked.

"Largely because of the personal touch which we insist on in our dealings with employees," Mr. Mitchell, one of the partners in Bird and Company, told him. Sir George Godfrey and Mr. Benthall, co-partners, endorsed Mr. Mitchell's statement.

"You are satisfied that not a single pie is deducted by sirdars out of the pay of your workmen?" Sir Victor persisted. "I'm" was the reply.

Stamping Out Bribery
With the will on the part of the employer and courage on the part of the workers, bribery could be stamped out, Mr. Mitchell told the Commission.

It was the biggest contractors of labour on this side of India, employing roughly 12,000 workers, of whom about 10,000 were employed in Calcutta. About 7,000 were engaged more or less permanently at the dock and coaling berths. All the labour was recruited through sirdars—a system which the firm had found more economical and efficient than recruitment of labour direct. The sirdars engaged men from their own villages, knew every man personally and was thus able to get the best out of their gangs.

Being believers in the "personal touch" with labour, the firm, through its superior staff, exercised a real control over the sirdars, and if any employee—he he the lowest paid coolie, felt that he was not getting fair treatment from a sirdar, he could take his case to the head office, and to the partners if necessary.

"No doubt about it," remarked a bystander—"and the noisiest!"

"Yes, we've been to see them talking picture films, but if you ask me, I'd rather 'ave saved my money and gone to the ordinary unspeakable ones."

Eve: I ought to know her better than you do. I was bridesmaid at her wedding.
Betty: Not at all! I was witness at her divorce.

"Now, then, my brave lads!" cried the gallant captain, as he addressed his company about to engage the enemy, "fight like heroes until your last shot is expended. Then run for your lives. I'm a bit lame to-day, so I'll start right off."

McAndrew, grasping for his change in the chemist's shop, smashed a bottle of iodine, which spilt mostly on his trousers. He rushed wildly from the shop, although the chemist cried out that no charge would be made.

"It isn't that," he bawled back; "I am going home to cut my finger!"

The first customs office at a private aerodrome in Great Britain was opened at Heston, Middlesex, on March 1.

The India Office states that the Bombay Grenadiers are regulars, and are being disbanded because they are surplus to establishment, and their replacement by a Sikh regiment is a matter of routine.

The afternoon papers report that Indian Nationalists in Japan, including the political refugee Rash Behari Bose, who fled to Japan after an unsuccessful attempt on the life of the former Viceroy, Lord Hardinge, celebrated the centenary of Gandhi's campaign of civil disobedience at a gathering in Kamakura, where they hoisted the Indian nationalist flag, and vowed to keep it flying till victory was won.

The sirdars chosen for the ceremony were said to be the same as was selected by Dr. Sun Yat-sen when he held a similar demonstration prior to starting the nationalist revolution in China—Reuter.

Have You Heard?

A man rushed up to a crowd in a bar, and demanded excitedly to know who hit his father.

Rough Customer: I hit him!
Young Man: Was it in fun or in earnest?

Rough Customer: It was in earnest.
Young Man: That's all right, then. I wouldn't like to see anyone make fun of my father.

A traveller on an Atlantic liner was interested in another passenger who was obviously a farmer.

"Very rough this morning," said the first passenger.

"Yes," replied the farmer; "but it would not be nearly so bad if only the captain would keep in the furrows."

Passenger (to officer of sinking ship): "Which is the first-class end of the lifeboat?"

Wife (regular reader of the sensational Press): It says: "The prisoner, when arrested, struggled to retain a small blue bottle 'ad in his waistcoat pocket."

Unimaginative Husband: Lumme, a bluebottle? What a queer pet!

At an agricultural show a man who had come across the Pacific and was making himself conspicuous, at last broke out: "Call these prize cattle? Why, they ain't nothin' to what our folks raise. My father raised the biggest calf of any man around our parts."

"No doubt about it," remarked a bystander—"and the noisiest!"

"Yes, we've been to see them talking picture films, but if you ask me, I'd rather 'ave saved my money and gone to the ordinary unspeakable ones."

Eve: I ought to know her better than you do. I was bridesmaid at her wedding.
Betty: Not at all! I was witness at her divorce.

"Now, then, my brave lads!" cried the gallant captain, as he addressed his company about to engage the enemy, "fight like heroes until your last shot is expended. Then run for your lives. I'm a bit lame to-day, so I'll start right off."

McAndrew, grasping for his change in the chemist's shop, smashed a bottle of iodine, which spilt mostly on his trousers. He rushed wildly from the shop, although the chemist cried out that no charge would be made.

"It isn't that," he bawled back; "I am going home to cut my finger!"

EXCHANGES

TO-DAY'S QUOTATIONS

On London—

Bank wire 1/5 3/4
Bank, on demand 1/5 13/16
Bank, 30 days' sight
Bank, 4 months' sight 1/6
Credits, 4 months' sight 1/6 3/4

Documentary, 4 months' sight 1/6 3/4
On Paris—
On demand 922 1/2
Credits, 4 months' sight 997 1/2

On Berlin—
On demand
On New York—
On demand 36 3/4
Credits, 60 days' sight 37 3/4

On Bombay—
Wire 99 1/2
On demand 99 1/2

On Calcutta—
Wire 99 1/2
On demand 99 1/2

On Singapore—
On demand 64
On Manila—
On demand 72 1/2

On Shanghai—
On demand 77 1/2
90 days' sight (private paper)
On Yokohama—
On demand 78

Gold Leaf, 100 fine (per taal)
Sovereigns (Bank's buying rate) 12.72
Silver (per oz) 39 1/4

Bar Silver in Hong Kong 8 1/2 dis.
Copper Cash Nominal
Copper Centa 8 1/2 prem.
Rate of Native Inland 8 1/2 p.a.
Chinese Sub. Coin 22 1/2 dis.
Hong Kong Sub. Coin Par

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 13th March, 1930.

STOCK	Buyers	Sellers	Sales	Norm.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	...	...	(1880/5)	...	Dec.	[Final 4 1/2 s/c 1929] Feb. 24, 30
Chartered Bank	...	...	...	17 1/2	Dec.	[Interim 7 1/2 s/c 1929] Sept. 12, 29
Mercantile Bk., A.S.B.	...	...	...	20	Dec.	[Int. 2 1/2 s/c 1929 to 4 1/2 s/c] Oct. — 29
Bank of Asia	38 1/2	...	...	13 1/2	Dec.	\$3 for 1929 Feb. 28, 30
Insurance.						
Canton Ins.	765	...	...	...	Dec.	[Final 2 1/2 s/c 1927] May 23, 29
Union Ins.	307	...	398	...	Dec.	[Final 1 1/2 s/c 1929] May 24, 29
China Underwriters	...	1 1/2	...	...	Dec.	None
China Fire Ins.	340	...	...	...	Dec.	[Final 3 1/2 bonus s/c] May 24, 29
H. K. Fire Ins.	395	...	...	...	Dec.	[Interim 3 1/2 s/c 1925] Mar. 28, 29
Shipping.						
Douglases	...	33 1/2	...	...	Dec.	Last dividend for 1929
H. K. Steamboats	26	...	...	...	Dec.	\$1.50 for 1929 Mar. 4, 30
Indo-China (Pref.)	...	...	...	13	Dec.	[Int. ex. 2 1/2 p/a preferred] June 19, 29
" (Def.)	...	...	...	70	Dec.	Last dividend for 1929
Shell Transports	...	...	92 1/2	...	Dec.	[Int. 2 1/2 Coupon No. 55 free] Jan. 6, 30
Union Waterboats	25	...	...	...	Dec.	\$1.50 for 1929 Mar. 10, 30
Mining.						
Benguet	5 1/2	...	...	...	Dec.	Interim 30 centavos s/c 1929 Dec. — 29
Kailan Mining Ad. s/c	...	...	47 1/2	June	[Final 2 1/2 free 1/2 tax] Dec. 17, 29	
Langkat (Comb.) Tls.	...	...	13.00	Oct.	Last div. for year 31-32-30	
" (Single) Tls.	...	...	7 1/2	...	...	...
S'hai Exploration Tls.	...	...	1.30	Dec.	None	
" Loans Tls.	...	...	5	Dec.	Last dividend for 1929	
Raubs	17 1/2	...	18	Mar.	Second Int. 1 1/2 s/c year 31-32	
Tronoh Mines	...	...	21 1/2	Dec.	4 1/2 less tax Coupon No. 91	
Docks, Wharves, Godowns, &c.						
H. K. & W. Wharves	152 1/2	...	163 1/2	Dec.	\$9 for 1929	
H. K. & W. Docks	32 1/2	...	...	Dec.	Last dividend for 1929	
China Providents	...	5.10	...	Dec.	Last dividend for 1929	
Hoogkew Tls.	216	...	...	Dec.	Interim T. 3 s/c 1929	
N. Engineering Tls.	7.80	...	...	Dec.	T. 6.50 for 1929	
Shanghai Docks Tls.	122	123	...	Apr.	T. 7.50 for year 30-32	
Cotton Mills.						
Ewo Cottons Tls.	16	...	...	Dec.	Final T. 2 s/c 1929	
S'hai Cotton (old) Tls.	...	...	80	(Apr. & Oct.)	T. 2.50 old for half year (T. 1.25 new) 31-32	
" (new) Tls.	...	...	75	...	...	
Zoong Sings Tls.	...	...	10	June	T. 9.00 for year 30-32	
Lands, Hotels & Buildings.						
H.K. & S. Hotels	12.00	...	...	Dec.	Last dividend for 1929	
H. K. Lands	63 1/2	...	64	Dec.	Final 2 s/c 1929	
Shanghai Lands Tls.	225	...	...	Dec.	Final T. 6 s/c 1929	
Humphreys	14	...	...	Dec.	\$1 for 1929	
H. K. Realities	...	6.80	...	Dec.	Final 30 cents s/c 1929	
Chinese Estates	...	98	...	Feb.	\$1 for year 29-30	
Public Utilities.						
H. K. Tramways	20.40	...	...	Dec.	Final 50 cents s/c 1929	
Peak Tram (old) s/c	...	...	11 1/2	Apr.	\$1 on old for year (T. 1.25 new) 31-32	
" (new) s/c	...	...	6.05	...	...	
Star Ferries	63 1/2	...	...	Dec.	\$4 for 1929	
China Light	19.05	19.20	19.20	Sept.	[Final 41 (old) for year (final 10 1/2 (new) 31-32]	
H. K. Electric	60 1/2	67 1/2	68 1/2	Dec.	\$2.50 for 1929	
Macao	28	...	...	Dec.	...	
Sandakan Lights	4 1/2	...	...	June	None	
H.K. Telephones	10.80	...	...	Dec.	Final 10 cents s/c 1929	
China Buses Tls.	18 1/2	...	...	Dec.	T. 0.50 for 1929	
S'pore Traction (Ord.) s/c	...	10 1/2	...	Sept.	1/4 s/c on preference shares (Subject to income tax)	
" (Pref.) s/c	18 1/2	...	...	...	...	
Industrials.						
China Sugars	75 c.	...	...	...	In Liquidation	
Malayan Sugars	...	...	37	Dec.	Paid for 1929	
Cald. Mag. Ord. Tls.	...	...	10	Dec.	Incorporated in May 1929	
" Pref. Tls.	...	...	10	...	...	
Canton Ice	...	...	2 1/2	July	None	
Cement (comb.)	14.00	...	...	Dec.	[30 cents on old] for 1929	
" (old) s/c	1.10	10.80	1.15	...	[10 cents on new] 31-32	
" (new) s/c	1.10	...	1.15	...	...	
H. K. Ropes	...	7.85	...	Dec.	Last dividend for 1929	
United Asbestos	...	...	...	...	...	
Stores, &c.						
Dairy Farms	22.20	...	...	Dec.	\$1.50 for 1929	
Watsons	...	...	11 1/2	Oct.	30 cents for year 31-32	
Der A Wings	80 c.	...	...	...	...	
Lanc Crawford	...	9 1/2	2.70	Feb.	Last dividend for year 29-30	
Mackintosh	18	...	...	Feb.	\$2 for year 29-30	
Sincere	...	...	12	...	...	
Wm. Powells	2.60	...	...	Feb.	15 cents for year 29-30	
Miscellaneous.						
H.K. Amusement	28 1/2	...	...	Mar.	(\$2.50 on Preferred) for year (\$1.50 on Deferred) 31-32	
H. K. Construction	...	...	1.80	Dec.	None	
B. Ind. G. Bonds	60%	...	...	...	...	
H. K. Govt. Loans	5 1/2	...	...	...	Interest half yearly	

Sport Columns

NAVY WIN SHIELD RE-PLAY

SOUTH CHINA BEATEN AFTER EXTRA TIME

AN EXCITING GAME

[By "B. Net"]

By defeating South China by three goals to one after extra time on the Club ground, yesterday, the Royal Navy qualified to meet the Somerset in the Senior Shield final.

Although the victory was a well-deserved one on the run of the play, the Navy caused their supporters considerable anxiety, when, with only a minute to go, South China were leading by the only goal of the game, scored in the first half. Within the last minute of full time the Navy were awarded a penalty in the course of a hot attack, and McGregor, who had gone inside right, levelled the scores from the spot kick.

There was no score in the first half of extra time, but in the second moiety the Navy went ahead through a penalty against a defender for handling. South China seemed to lose heart at this stage, and it came as no surprise when the Navy put on another goal to make their total three.

South China Off Colour

South China have been seen to much better advantage. After taking the lead through Pau Ka-lin after 25 minutes' play, they made the great mistake of packing their goal, and concentrating upon defence. The Navy, who were very impressive in mid-field, frittered away several good chances through over-elaboration near goal, and what shots they put in from long range were not good enough to beat a goalkeeper of Pau Ka-ping's calibre. Egan and Gray were the outstanding players for the Navy at this stage, frequently making headway, whilst McGregor and Jones were steady and very cool at back, their height standing them in good stead against South China's infrequent, but always dangerous, rushes.

After South China had scored, the Navy defence tottered, and it was no doubt a relief when half-time arrived.

Navy on Top

The Navy took charge of the game in the second half, when they could do everything but score. Pau Ka-ping, who was very hard pressed, came through a gruelling time with great credit, as even the Navy backs were up on the half-way line backing up the attack, and taking an occasional pot at goal.

There was great excitement when the South China right wing got away, and Chen, cutting in, was brought down in the penalty area by McGregor. Pau Ka-lin, who was entrusted with the kick, shot well over the bar, and from this moment his side seemed to fall away. The Navy set up a hot and sustained attack, and shots were rained in upon Pau's charge from all angles. How the goal escaped was a mystery. One shot hit the upright with the goal-keeper beaten; another rebounded from the underside of the cross-bar, and was booted away; and twice the ball was cleared by a back from the goal-line.

Egan, who had sustained a twisted knee, was practically a passenger on the Navy right, but nevertheless, the South China defence was sorely pressed, the team making the same mistake as in the first half—packing their goal. Their forwards got away occasionally, Cheng Sui-hong once testing Jarvis with a good fast shot.

McGregor went up amongst the forwards, and, with a minute to go, equalised from a penalty.

In the second half of extra time, McGregor converted another

penalty kick, and Potts put the issue beyond all doubt with a third goal.

Comments

It was unfortunate that the referee, though quite rightly, found it necessary to award three penalties during the game. Matches of this description can easily get out of hand, and, as it was, stoppages for infringements were rather unpleasantly frequent.

The South China forwards were poorly supported by their half-backs, who, toward the end, were very much "up in the air," only sound defensive work by the backs, and brilliant goalkeeping, saving the side. Wong Moo-shun, in particular, was out to play a "stopping" game, and the van-guard suffered accordingly.

Egan was the best forward on the field until his injury, and was well supported by Gray. Peacock distributed the ball well, but was ineffective at close range. The left wing improved on an indifferent start. The Navy halves were a hard-working trio, and the backs very sound, with McGregor the outstanding man of the side. Jarvis had little to do.

The teams were:—
South China: Pau Ka-ping, Li Ting-sang and Lau Mau, Leung Yuen-chun, Wong Moo-shun and Leung Wing-tak; Cheng Sui-hong, Pau Ka-chuen, Pau Ka-lin, Ip Pak-wah and Ip Yun-sum.

Royal Navy: Jarvis, McGregor and Jones; Evans, Tilley and Watts; Egan, Gray, Peacock, Potts and Stephenson.

Referee: Mr. W. E. Hollands.

HOME FOOTBALL

Result of International Trial

EIGHT LEAGUE MATCHES

London, Yesterday.

In the English International Trial played at Liverpool, the Rest defeated England by 6 goals to 1.

Reuter also reports the results of eight League matches as under:—

Division I.

Arsenal 4 Manchester U. 2

Portsmouth 3 West Ham U. 1

League Table to Date

	P.	W.	D.	L.	F.	A.	Pts.
Derby	32	18	5	9	68	57	41
Wednesday	29	17	6	7	74	37	40
Manchester C.	32	15	6	10	73	59	40
Blackburn	33	15	6	12	86	78	36
Leicester	33	15	6	12	68	67	36
Leeds	31	10	2	19	60	45	34
Aston Villa	31	15	4	12	66	63	34
Bolton	33	13	7	13	62	55	33
Huddersfield	31	14	6	12	47	52	33
Liverpool	32	13	7	12	64	61	32
West Ham	33	13	6	15	68	66	31
Middlesbrough	32	14	3	15	67	66	31
Sheffield U.	33	13	4	16	73	73	30
Portsmouth	32	11	8	13	55	54	30
Manchester U.	33	13	4	16	54	67	30
Birmingham	30	11	7	12	47	45	29
Arsenal	31	11	6	14	52	48	28
Burnley	33	10	8	15	60	78	28
Sunderland	30	10	7	13	48	61	27
Everton	33	8	10	15	56	70	26
Newcastle	30	12	2	16	67	74	26
Grimby	31	9	6	16	55	74	24

Division II.

Bradford 1 Chelsea 3

League Table to Date

	P.	W.	D.	L.	F.	A.	Pts.
Oldham	31	18	8	5	71	34	44
Blackpool	32	21	2	9	78	59	44
Chelsea	32	15	11	6	58	33	37
Bradford	32	15	7	10	69	57	37
Bury	32	18	4	12	65	55	30
Cardiff	32	14	6	12	47	42	34
Southampton	32	14	6	12	59	56	34
Tottenham	32	12	9	11	60	47	33
Volves	32	13	7	12	58	60	33
Charlton	30	10	11	9	48	38	31
Nottingham	31	10	11	10	40	48	31
West Brom.	31	13	4	14	76	61	30
Stoke	33	11	8	14	56	61	30
Notts. Cnty.	32	13	11	4	45	49	29
Hull	32	11	6	12	42	51	28
Preston N.E.	32	10	8	14	49	65	28
Reading	33	9	10	14	43	57	28
Millwall	32	7	14	11	48	68	28
Bradford C.	32	9	9	14	49	60	27
Barnsley	32	9	8	15	44	57	26
Swansea	33	8	8	17	40	57	24
Bristol C.	31	8	6	17	47	70	22

Division III.—South

Bournemouth 1 Brighton 1

League Table to Date

	P.	W.	D.	L.	F.	A.	Pts.
Brentford	31	21	4	6	76	32	46
Plymouth	28	18	8	2	63	22	44
Brighton	30	17	7	6	70	39	41
Southend	31	12	12	7	51	38	36
Northampton	30	16	4	10	50	37	36
Bournemouth	30	12	12	6	50	35	36
Norwich	31	13	9	9	50	55	35
Crystal Pal.	32	13	8	11	61	61	34
Fulham	31	13	8	10	62	64	34
Coventry	29	15	3	11	65	48	33
Queen's P.R.	30	12	9	9	50	49	33
Exeter	32	11	8	13	55	50	30
Luton	31	11	8	12	44	56	30
Swindon	31	9	10	12	52	54	29
Newport	30	9	8	13	52	57	28
Clapton O.	31	7	12	12	31	45	26
Watford	32	9	7	16	39	56	25
Walsall	31	9	6	16	50	60	24
Torquay	31	7	6	18	48	59	23
Gillingham	32	7	6	19	34	67	20
Preston R.	28	7	5	16	51	63	19
Merthyr	30	3	8	19	37	62	14

Division III.—North

Chesterfield 2 Barrow 1

League Table to Date

	P.	W.	D.	L.	F.	A.	Pts.
Port Vale	31	23	5	3	81	27	51
Stockport	31	21	6	4	86	35	48
Darlington	30	16	5	12	85	61	37
Chesterfield	31	16	4	11	66	44	36
Accrington	32	14	7	11	79	59	33
Crewe	30	13	6	16	60	65	30
York	31	12	9	10	60	63	33
Hartlepool	31	12	9	10	60	63	33
She. Shields	32	12	7	13	53	59	32
Southport	32	10	12	10	59	53	32
Carlisle	32	12	7	13	73	79	31
Tranmere	32	11	8	13	63	70	29
Nelson	32	12	6	14	44	67	30
Lincoln	31	8	14	9	43	44	30
N. Brighton	32	12	5	15	62	65	29
Rochdale	30	11	6	13	58	66	27
Barnes	30	10	7	13	45	53	27
Wigan	33	10	6	17	49	70	26
Wrexham	31	8	15	15	45	63	24
Halifax	31	8	7	16	36	62	23
Rotherham	31	7	7	17	44	86	21
Barrow	32	9	3	20	36	80	21

Scottish League

Dundee 3 Hamilton 2

Hearts 0 Falkirk 1

Airdrieonians 4 Cowdenbeath 1

League Table to Date

	P.	W.	D.	L.	F.	A.	Pts.
Rangers	30	24	3	3	78	24	51
Aberdeen	32	20	5	7	73	52	45
Motherwell	30	17	5	8	70	45	39
St. Mirren	32	18	3	11	67	65	39
Celtic	30	17	4	9	71	37	38
Peterhead	31	14	8	9	63	45	36
Kilmarnock	31	13	9	9	61	55	35
Hearts	31	12	9	10	60	54	33
Queen's Pk.	33	14	4	15	61	61	32
Ayr	30	13	14	4	43	58	32
Hamilton	30	12	13	7	63	63	29
Falkirk	30	10	9	11	62	64	29
Clyde	32	9	10	13	62	62	28
Dundee	31	10	6	15	37	49	26
Airdrie	31	11	3	17	46	58	25
Cowdenbeath	30	9	7	14	49	59	25
Hibernians	31	7	10	14	38	60	24
Morton	31	8	6	17	57	72	22
Dundee U.	31	6	5	20	40	86	17
St. J. Stone	32	4	7	21	32	75	15

TENNIS

Redmond-Sullivan Win Their Tie

SCARE FOR RUMJAHNS

Some good tennis was seen yesterday at the H.K.C.C. when the two Rumjahns came into conflict with Col. Wyatt and Dr. Ride. The champions looked like walking away with the match, winning the first set 6-1; but a tremendous battle was seen in the second set. The Rumjahns won the set at 8-5, but the losers led 5-4, 6-5, and were within an ace of winning both times, but superior court craft won the set. The third set was not so keenly contested and was won 6-2. The British pair played very well indeed, and were unfortunate in not being able to win the second set.

Playing against Yoshida and Yamada, the British pair, Redmond and Sullivan, brought off an unexpected victory. After losing the first set, the winners, by good play, won the other three sets quite comfortably and fully deserved their success.

Five other matches were played, and the spectators had plenty of entertainment provided for them.

The complete results of the matches were:—

Open Championship Doubles (second round).—H. D. and S. A. Rumjahns beat Col. Wyatt and Dr. L. T. Ride, 6-1, 8-4, 6-2; F. A. Redmond and A. L. Sullivan beat T. Yoshida and H. Yamada, 2-6, 4-6, 8-6, 6-2.

Club Championship (second round).—A. D. Humphreys beat Dr. Valentine, 6-4, 6-8.

Handicap Singles "A".—S. E. Green (15/2) beat D. Ellis (rec. 2/6), 6-1, 6-3; E. R. Price (rec. 2/6) beat H. R. Butters (rec. 2/6), 6-0, 6-1.

Handicap Singles "B".—J. R. Hinton (rec. 2/6) beat R. F. Moodie (rec.), 7-5, 6-0.

Handicap Doubles.—T. C. Monaghan and N. L. Ralston (rec.) beat A. F. Judd and M. G. Mills (rec. 15), 6-4, 6-2.

This Afternoon's Programme

Open Championship Singles (second round).—J. Harrow v. M. K. Lo (Court No. 8).

Open Championship Doubles (second round).—Kong Too-cheung and Ho Ka-lau v. Ho Wai-hing and Chiu Chun-chiu (Court No. 9).

Handicap Singles "A".—Dr. L. T. Ride (rec. 2/6) v. D. S. Green (-1/6) (Court No. 7).

Handicap Singles "B".—A. O. Johnson (-2/6) v. G. E. R. Divett (-1/6) (Court No. 6).

Handicap Doubles.—A. D. Humphreys and G. R. Sayer (-15) v. J. R. Hinton and Dr. C. H. Burton (rec. 15) (Court No. 3).

Handicap Doubles.—A. D. Humphreys and G. R. Sayer (-15) v. J. R. Hinton and Dr. C. H. Burton (rec. 15) (Court No. 3).

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Handicap Doubles.—A. D. Humphreys and G. R. Sayer (-15) v. J. R. Hinton and Dr. C. H. Burton (rec. 15) (Court

World News In Pictures

Her Majesty the Snow Queen



Miss Gwendolyn Alice Smallpeice, of Calgary, Queen of the Banff Carnival held last month at the famous Rocky Mountain resort, has always been an outdoor girl. Her Majesty is proficient in skiing, snow-shoeing, tobogganning and skating and will also be able to show her skill in swimming since the hot springs at Banff form a unique attraction during the winter. It was her general all-around popularity which crowned her Queen of the Banff Carnival against strong competition from Winnipeg, Edmonton and Vancouver as well as Banff and Calgary.

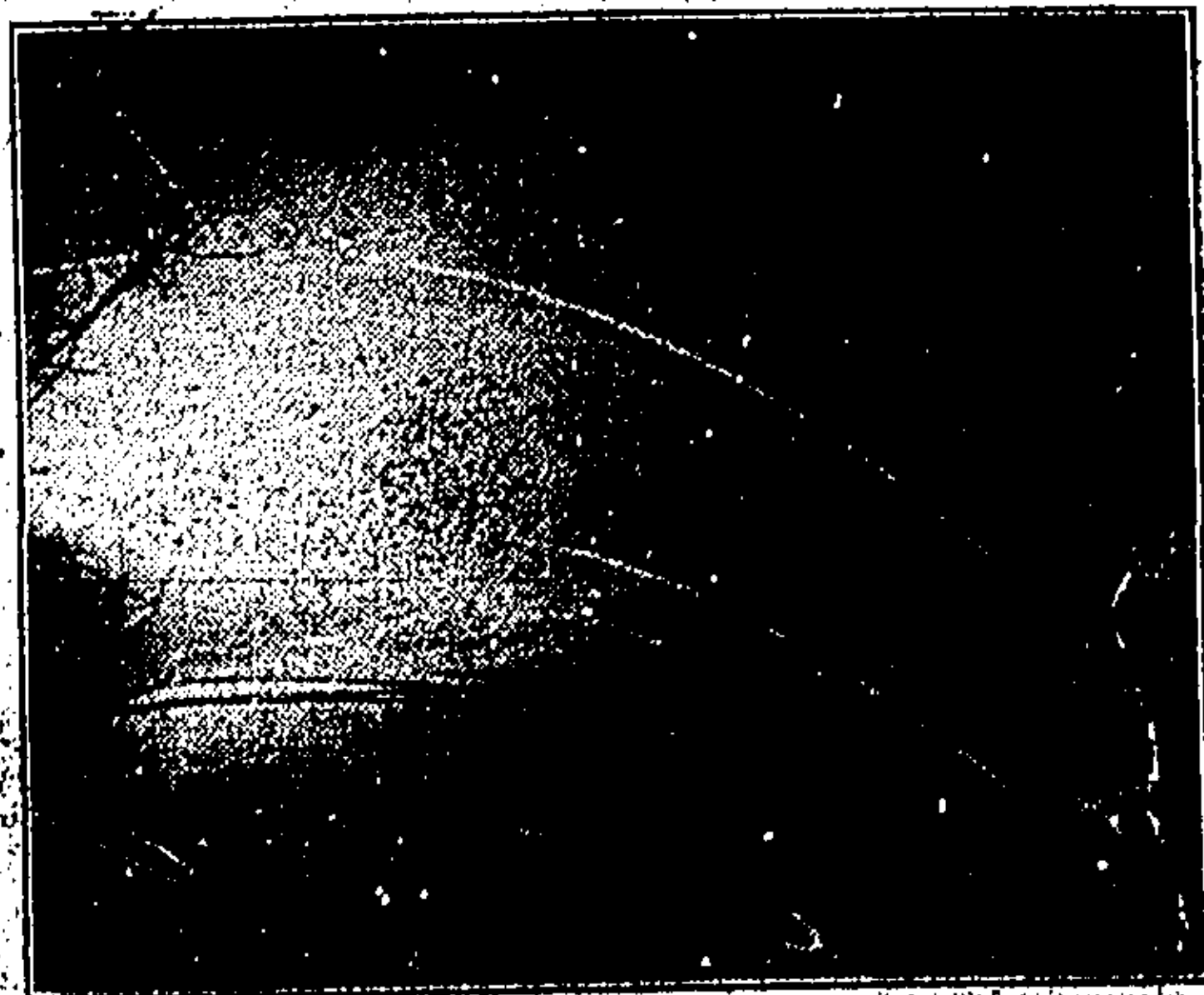
Noted Golfer Lays Corner-Stone



Before a distinguished gathering of golfers, George S. Lyon, dean of Canadian players of the Royal and Ancient, declared the cornerstone of the clubhouse of the Royal York Golf Course "well and truly laid" recently. The palatial \$175,000 structure will accommodate 100 golfers and 100 caddies. Mr. Lyon said "It will be one of the sportiest courses in the Dominion". Left to right are shown: R. Hume Smith who donated the land for the fine course; George S. Lyon, chairman of the executive committee of the Royal York Golf Club; and Superintendent Groat, representing the Canadian Pacific Railway which is erecting the clubhouse, of which the architect's conception is also shown in the picture. It will be 100 ft. across, as well as the usual conveniences and will be completed in time for the official opening next May.

Smith who donated the land for this fine course; George S. Lyon, chairman of the advisory committee of the Royal York Golf Club; and Superintendent Groat, representing the Canadian Pacific Railway which is erecting the clubhouse, of which the architect's conception is also shown in above picture. It will have 85 bedrooms as well as the usual conveniences and will be completed in time for the official opening next May.

The Bombardment of Quebec



The Fete de Nuit at Quebec, one of the features of the Quebec summer season, takes as one of its most brilliant spectacles of the August festival. Hundreds of thousands of people, camped in the park, witness the fireworks which are set off by the city authorities. The picture shows the city of Quebec during the Fete de Nuit. The picture shows the city of Quebec during the Fete de Nuit.

The Great West Festival at Calgary



Picturesque costumes, pretty girls, clever dancers, many handicraft exhibitions of native handicraft will be among the offerings given to the public at the big folkdance, folksong and handicrafts festival scheduled to be held at the Palliser Hotel, Calgary, March 18-22 next.

A score of nations whose people have come over to the Dominion to swell the number of New Canadians in the West will show the treasures of art accumulated during the centuries of their national history and Canadian culture will be given an impetus from the

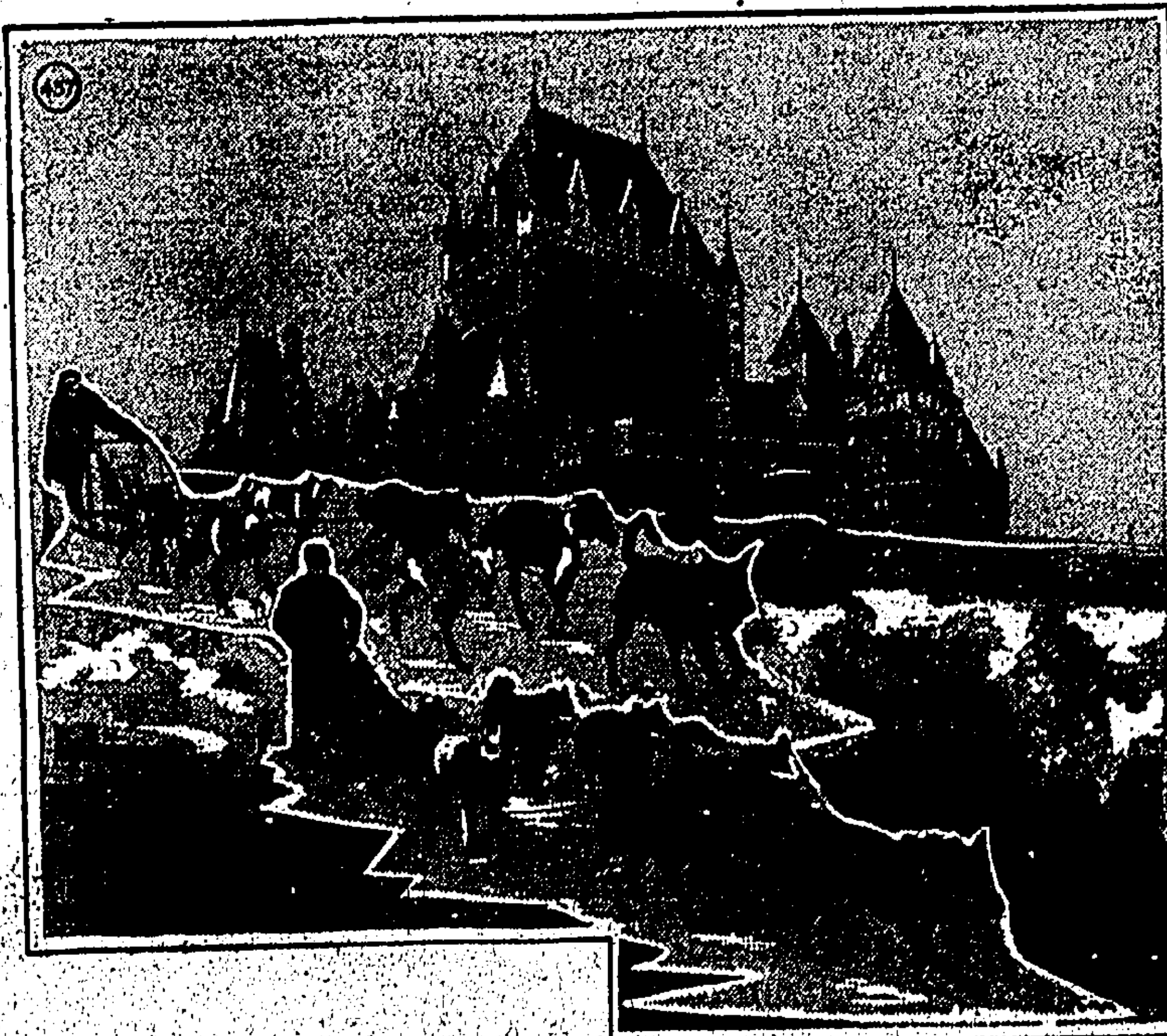
source which has always been the ailment of great art. This Calgary festival is the third of similar ones held at Winnipeg and Regina, and the first two proved so successful and awakened such interest that Premier Brownlee of Alberta asked for their repetition this spring. They are organized by the Can-

The Old World Shows the New



When the third of the Great West Festivals opens at the Palliser Hotel, Calgary, March 19-22 next, thousands of people will contribute to the success of the affair in folk songs, folk dances and handicraft work of which a special exhibition will be held by the Alberta Branch of the Canadian Handicrafts Guild. As part of the festival, the Alberta branch and Regina show some astonishingly beautiful work was given and interest will be stimulated at Calgary and throughout the province of Alberta by the offer of handsome prizes by the Canadian Handicrafts Guild. Some idea of their beauty may be gathered by the above lay-out which shows HUMANAN planer at work on a dress similar to the one, beautifully embroidered, worn by the artist's wife. The other shows a native costume; and some examples of wood sculpture, among them a couple of the Mounties with peasant types of strong personality.

The International Dog Sled Derby at Quebec



Prizes aggregating \$4,250 were among the trophies competed for in the International Dog Sled Derby held at Quebec City, on February 23 and 22. Teams entering covered a course of about 40 miles each day, making a total of around 121 miles in all. This is the high light in the Quebec Winter Sports season, beginning late in December and continuing until March. The event terminates with the Dog Derby Masquerade Ball at the Chateau Frontenac, which hostelry is headquarters of the sports season. All the most prominent dog mushers of the continent figure or have figured at one time or another in the derby. It is generally regarded as the biggest thing of the kind done in that city. The last time the contest had its inception, times have been so good that the dogs in that year's race were completed in 16 hours, 38 minutes, 22 seconds. Leonard Seppala, hero of the dash to Nome, made it in 11 hours, 41 minutes, 28 seconds. Lay-off, shows Chateau Frontenac; upper inset, Emil G. Goddard, three times winner of the Derby; lower inset, Leonard Seppala, last year's winner in second time.

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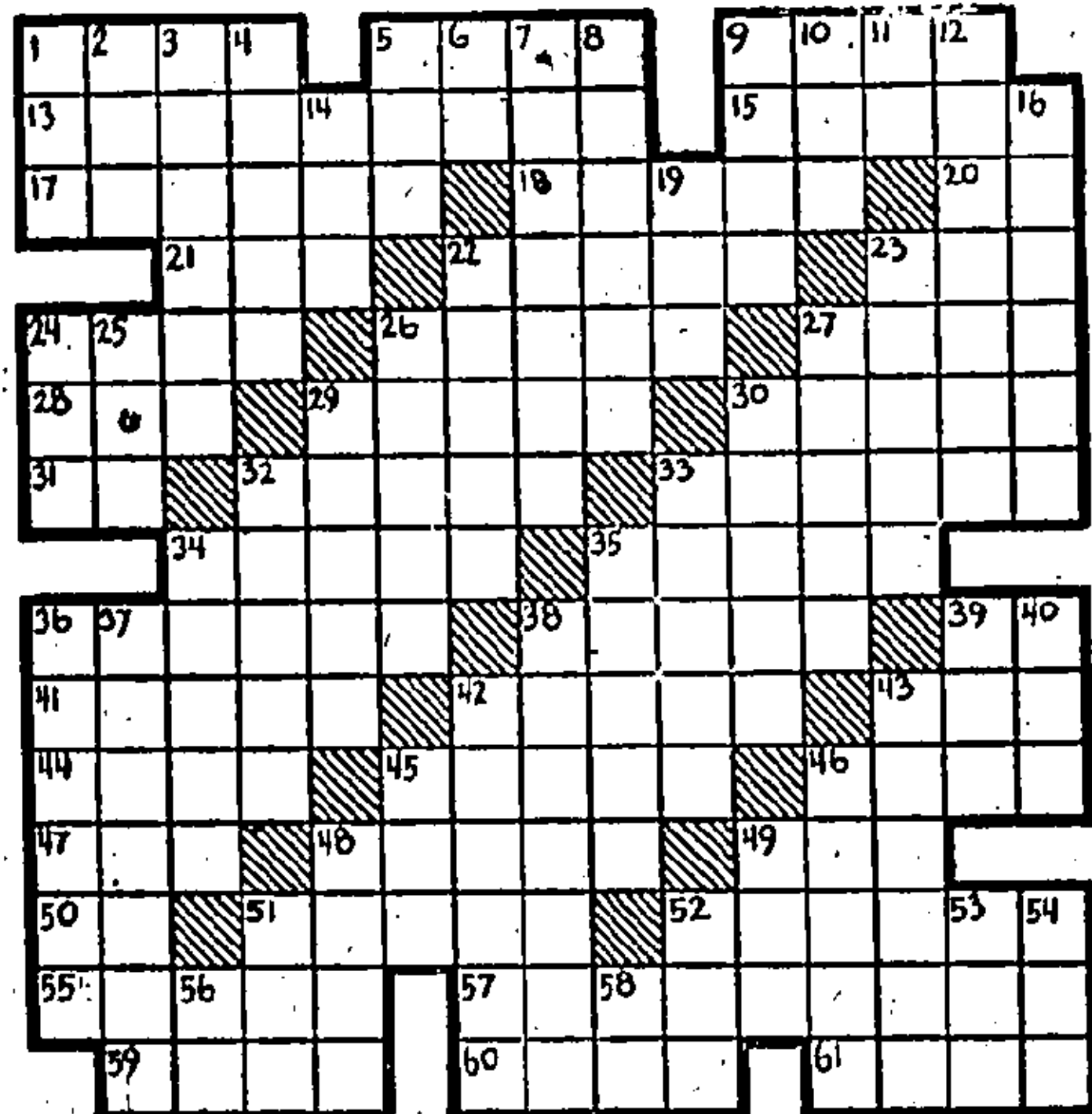
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but
our readers are warned to look out for occasional phonetic
spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-Multitude
- 2-Commander
- 3-Disbanded
- 4-Motivation
- 5-Servile
- 6-Representative
- 7-Ever
- 8-More special room
- 9-Silky mud
- 10-Evergreen
- 11-Produced
- 12-Profite
- 13-Greek letter
- 14-Pronoun
- 15-Hurl
- 16-Fine art gallery
- 17-By
- 18-Instrument for
throwing stones
- 19-Sharp reply
- 20-To reduce in size
- 21-Mature
- 22-Sloping
- 23-Herbs and dressing
- 24-Like
- 25-Small particle of
fire
- 26-Oblique
- 27-River (Spanish)
- 28-Prong
- 29-Impulse
- 30-Portioned place

HORIZONTAL (Cont.)

- 47-Unit of work
- 48-Anxiety
- 49-Spout out
- 50-New England State
(abbr.)
- 51-Opposite of zenith
- 52-Freshwater
- 53-Denude
- 54-Destroy a large
proportion of
- 55-Bottom of the foot
- 56-Famous garden
- 57-Granted for tempo-
rary use

VERTICAL

- 1-Shut in
- 2-Jail
- 3-Transmitter
- 4-Tested
- 5-Boy's nickname
- 6-Pronoun
- 7-Business intercourse
- 8-Narrow embroidery
- 9-Baseball team
- 10-Entomology (abbr.)
- 11-Pronoun
- 12-Deceiver
- 13-Large vehicle
- 14-Drop
- 15-Puritan resort

VERTICAL (Cont.)

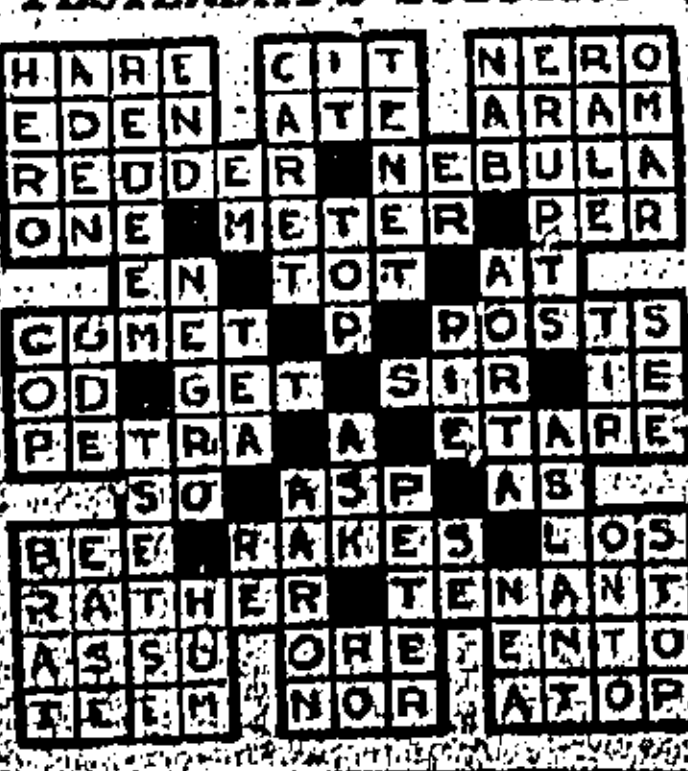
- 22-One who is canon-
ized
- 23-Criminal
- 24-Neckpiece
- 25-Wheel track
- 26-Glean
- 27-Lessened
- 28-Side of a regiment
- 29-Part of a flower
- 30-Frighten
- 31-Angers
- 32-Jargon
- 33-Rages
- 34-Flower (pl.)
- 35-Liveliness
- 36-Cut through
- 37-Exhibit ostenta-
tiously
- 38-Drunkard
- 39-Compound of boron
- 40-Revolve
- 41-Angry
- 42-Wild
- 43-Point of land pro-
jecting into water
- 44-Boy's nickname
- 45-Nothing whatever
- 46-Pastor
- 47-Number
- 48-Superlative ending
- 49-Road (abbr.)
- 50-Civil engineer
(abbr.)

(The solution of the above cross-word puzzle will appear in
to-morrow's issue along with a new cross-word puzzle.)

The Royal Scottish Academy has
raised Mr. Archibald Kay
(painter), Mr. David Foggie
(painter), Mr. James Miller (archi-
tect), and Mr. James B. Dunn (archi-
tect) to the full rank of Royal
Scottish Academicians.

The Southend police are looking
for a fashionably dressed young
couple who, after staying in a
boarding-house in Alexandra Street
for three days, left with a large
bag of jewelry belonging to the
landlady, Mrs. Goss.

YESTERDAY'S SOLUTION



TUNG WAH HOSPITAL

Review of Work in 1929

IMPORTANCE TO CHINESE COMMUNITY

The following is a continuation of the report on the Tung Wah
Hospital for the year 1929 submitted to the Officer Administering
the Government by Mr. M. K. Lo, Chairman of Directors in 1929:—

(Continued from Yesterday.)

19.—Hospital's Staff
I have already referred to the
resignation of Dr. M. Wong. There
was one other resignation during
the year, namely, that of Mr. Chan
Min-pak who, on account of ill
health, resigned at the end of May
after having completed twenty
years' service. Mr. Chan was in
charge of all the accounts of the
Hospital. Owing to the ramifica-
tions of the Hospital's activities
the accounts are necessarily volu-
minous and complicated, and the
correlative duties which devolve on
the accountant are naturally very
onerous. Mr. Chan discharged
these duties with commendable
efficiency, and the directors were
extremely sorry to lose the ser-
vice of such an old, faithful, and
efficient servant. They made a pre-
sentation of \$200 to Mr. Chan as a
token of their appreciation.

The office of accountant was filled
by Mr. Ma Kin-pak who has per-
formed his duties satisfactorily.

During the year ten members of
the staff, including six dressers,
were dismissed.

I am happy to be able to report
that apart from those dismissed all
the members of the staff worked
conscientiously and to our satisfac-
tion.

On account of the faithful ser-
vices of Drs. Lai Kwong-yuk, Ko
King-fan, and Chow Tin-cham, and
upon the recommendation and ad-
vice of Dr. Phoon Sack-wah, the
directors decided to renew their
engagement upon the expiration of
their term of two years' service.

I cannot refrain from referring to
the work done by the staff of the
Secretary's office, consisting of
Messrs. Chan Yik-wan (Secretary),
Wong Shut-ming, Ma Kin-pak,
Loong Chiu-fan and Leung Yu-chiu
(Treasurer).

The multifarious nature of the
work of the Hospital can be gathered
from a perusal of this report. All
the secretarial work relating to
meetings, payment, and receipts,
correspondence, circulars, notices,
and a hundred and one things, was
done by this small but efficient
staff. The following figures serve
to give some indication of the
amount of secretarial work involv-
ed:—

Number of letters sent to the
Hon. the Secretary for Chinese
Affairs, 177.
Number of other letters writ-
ten to others, 3,507.
Number of notices etc., sent
out, 3,327.

Frequently they had to work all
day and up to 10 or 11 p.m.

To each and all of them I de-
sire to record an expression of our
appreciation of their work, and I
should like to mention specifically
Mr. Wong Shut-ming, on whom the
burden of much of the secretarial
work fell.

Another member of the staff
whom I would like specifically to
commend is Mr. Tang Hol. He
collects all the rents, interest on
mortgages, subscriptions, etc., and
in addition performs cheerfully and
efficiently a great variety of other
useful services.

20.—Acknowledgment and Thanks

The Hospital has traditionally
received such support and help
from the residents as a whole, as
well as from places abroad, that it
would be an impossible task to
thank every one individually. First
and foremost the Hospital is again,
for 1929, indebted to the Govern-
ment of Hong Kong for its subsidy
and financial assistance; to His
Excellency Sir Cecil Clementi for
his real and paternal interest and
active assistance in so many ques-
tions; to Mr. R. A. C. North, who
acted during most of our term of
office as Secretary for Chinese
Affairs, and the Hon. Mr. E. R.
Hallifax, for their guidance and
help; and to many other officials of
the Government including the Hon.
Dr. A. R. Wellington, Dr. E. W.
Kirk who acted as Visiting Medical
Officer until the end of the year,
the Hon. the Director of Public
Works and other officials of the
Public Works Department, the Hon.
Inspector General of Police, Mr.
N. L. Smith and Mr. W. J. Carris
as Heads of the Sanitary Depart-
ment, Mr. H. Green, and others.
Their kindness, sympathy and help
were shown in numerous ways and
on numerous occasions, ranging
from the question of the presence
of mosquitoes, in the Tung Wah
Eastern Hospital, to the construc-
tion of a public grave and public
paths. The task of the directors
would have been much more diffi-
cult had it not been for such kind-
ness and help, evinced by the offi-
cials of the different Govern-
ment Departments, and I am in-
deed happy to be able to record an

expression of our sincere appre-
ciation and thanks.

We have once more to acknow-
ledge with gratitude the generous
financial support from so many in-
dividuals and institutions.

We have to express our sincere
thanks to the permanent ad-
visers of the Tung Wah for their
counsel and help, so freely given
to us; and I wish also to thank all
the various ex-directors for their
co-operation and assistance. In this
connection I wish particularly to
mention once more the name of
Mr. Tang Shiu-kin, who gave us
much valuable assistance in con-
nection with the Chinese theatrical
performances held in May in aid
of the Tung Wah and of the St.
John Ambulance Brigade. Mr.
Tang not only attended all the
fourteen meetings held in connection
with the Eastern Hospital but
also attended all the nine other
meetings held in connection with
the Tung Wah. I feel that Mr.
Tang's devotion to the interests of
the Hospital cannot be more strik-
ingly shown than by comparing his
attendances with the other atten-
dances at the nine meetings in
question:—

Number of mem- bers who only attended:—	
1 meeting	16
2 meetings	15
3 meetings	2
4 meetings	5
6 meetings	1
9 meetings	1

21.—General Remarks

When a man's life has, as it were,
been absorbed in a way, identi-
fied with, the life of the Tung Wah
for one whole year, he can hardly
refrain from thinking of its past,
and trying to visualise its future:
he can hardly refrain from "dream-
ing dreams." With such a fine
historic tradition behind it, with
the co-operation of such numerous
willing and devoted helpers, and
with the goodwill and support of
the whole community, the Tung
Wah, as it seems to me, is an in-
stitution the progress of which, in
medical efficiency, will in future
even exceed the progress it has
made in the past. Indeed, its pos-
sibilities of development are prac-
tically limitless except for one fact.
The Hospital itself was built in
1870. The existing buildings are
totally inadequate. In spite of the
amazing human ingenuity dis-
played by successive directors in
adapting the old structure to mo-
dern needs, the task is rapidly get-
ting to be beyond human effort.

For instance, its residential quar-
ters for the nurses are very badly
cramped and restricted, and how-
ever anxious the directors are of
providing more comfortable quar-
ters for them they have been un-
able to find any means of doing so.
Some of the wards are old and
dark: all of them are taxed beyond
their capacity. For instance, His
Excellency Sir Cecil Clementi, on
his visit to the Hospital on March
25, 1929, wrote in the Visitors'
Book, inter alia: "I hope very
much to see this work expanded and
I trust that in time the older wards
may be rebuilt upon up-to-date
lines." During the year Justices
of the Peace visited the Institu-
tion on twelve occasions, and on
no fewer than four they remarked
that while everything else appeared
to be in excellent order, some of
the wards seemed very crowded.

When the three Chinese represen-
tatives on the Legislative Council
visited the Hospital on January 18,
1929, they commented on the desir-
ability of increasing the accommo-
dation for Out-Patients awaiting
Western treatment "as the number
of people now seeking such treat-
ment has outgrown the existing ac-
commodation."

It will thus be seen that the fu-
ture progress of the Hospital very
much depends on, and is condition-
ed by, its structural accommoda-
tion. For instance, the desirability
of improving the accommodation
for Out-Patients seeking Western
treatment has been realised for a
long time; but it is difficult to know
what can be done without resorting
to some substantial alteration of
the Hospital. Until the necessary
improvement has been effected it is
a moot point as to whether or not
the unsatisfactory accommoda-
tion has any bearing on the curi-
ous fact that, whereas the preference
for Chinese treatment is ever-
increasing, the preference for Western
treatment is the other way about.
In the In-Patients' Department, al-
though the preference for Western
treatment in the latter case is not
so marked, it must have some
effect on this question, although
another possible explanation may
be that Chinese are placing increas-

ing reliance on the efficacy of West-
ern treatment in cases of a
more serious nature—as they usual-
ly are in the In-Patients' De-
partment. Whatever may be the
true explanation, this curious and
striking fact remains, as is shown
by the following figures:—

	In- Patients.	Out- Patients.
1924 Western	4,871	48,140
Chinese	4,548	149,696
1925 Western	4,305	66,762
Chinese	4,348	133,043
1926 Western	3,975	40,972
Chinese	3,543	130,514
1927 Western	4,960	48,228
Chinese	4,833	146,975
1928 Western	6,419	21,810
Chinese	4,587	176,738
1929 Western	7,107	21,259
Chinese	6,219	186,178

To my mind it would be a most
desirable thing if an entirely new
Hospital were to be designed and
gradually built in blocks or wings.
Each term of Directors might
undertake the building of a specifi-
ed block in accordance with the
general scheme. The existing Po
Lung Kuk, when it vacates the
present premises, can be utilised
as temporary wards to replace
those given up in connection with
the rebuilding. This new Hos-
pital availing itself of modern con-
veniences, such as lifts, could be
built several storeys high. It
should have airy and comfortable
wards to accommodate at least
1,000 patients, with proper isola-
tion, "observation" and infectious
wards which do not really exist at
present. A large and specially
built ward should be set aside for
consumptive cases. There would
be proper residential quarters for
the doctors, nurses, dressers and
staff. It would be built to endure,
but without extravagance.

Such a new-old hospital, new
in its modern and hygienic struc-
ture, but old in its tradition and
record of excellent service—will, in
the hands of the devoted doctors
and staff, be capable of infinitely
greater service to the poor. Alas!
the same old question of finance is
the chief obstacle to the realization
of such a scheme. Perhaps one
day a wealthy philanthropist will
come forward with a magnificent
donation for this purpose. Per-
haps it will remain a day-dream.

22.—Personal and Conclusion

Throughout our term of office
my colleagues displayed utmost
enthusiasm in working as a united
body in the interests of the Institu-
tion. In June, 1929, Mr. Kwok
Lam-shong had, to our regret, to
leave the Colony to assume the
management of the Wing On
Co., Ltd., in Shanghai. Mr.
Chan-Ping was absent on business
for many months during the second
half of the year. Mr. Kwok
Siang-go, owing to business pres-
sure, was unable to devote much
time to the work of the Institution.
But the spirit of loyal co-operation
prevailed one and all. And this
makes it all the more difficult for
me specifically to mention names.
But I feel that it is only due to
them that I should do so. To be-
gin with I must refer to Mr. Ho
Yee-cheong, whose hard and de-
voted work throughout the year will
be gratefully remembered by us all.
I can say in all sincerity that his
valuable assistance has greatly re-
duced and lightened my labours.

Mr. Leung Yuk-ki did a great
deal of useful work, particularly in
connection with the Opening of the
Eastern Hospital. Mr. Lo Chuk-
chal was invariably helpful, and
by reason of his profound knowl-
edge of Chinese literature was a
great boon to the Board in general,
and to myself in particular. Mr.
Mok Tat-huen was of great assist-
ance to the Board in connection
with the Chinese Medical Depart-
ment, in which he took an absorb-
ing interest to the benefit of the
numerous patients. Mr. Lam Kow-
mow was of great help to us, par-
ticularly in connection with the
numerous questions of construction
and structural alterations, with
which we had so much to do this
year; his expert knowledge on such
questions was invaluable. Messrs.
U Cheuk-wang and Ho Ki did excel-
lent work on the numerous occa-
sions on which their assistance was
required.

The colleagues to whom I have
just referred, together with Messrs.
Leung Yau-sang, Chan Chi-hang,
Ma Si-chuen, Ma Wai-moon and
Kwan Wan-pak, constituted the
active members of our Board.
Eschewing all personal considera-
tions they approached every prob-
lem from the point of view only of
the Institution which it was our
privilege to serve. Taking the
keenest interest in the work, they
regularly attended the directors'
meetings and took part in their de-
liberations. All gave of their best.
To one and all of them I desire to
record my heartfelt gratitude.

It is not of course for us to ap-
praise our work. But if, in our
labours, we have succeeded in some
measure, it is humbly following the
highest standard of unremitting devo-
tion to the care and management
of the Hospital's affairs, which has
happily become a tradition. I can
say without affectation that the credit
is due to my colleagues. But to
me, whether we have succeeded or

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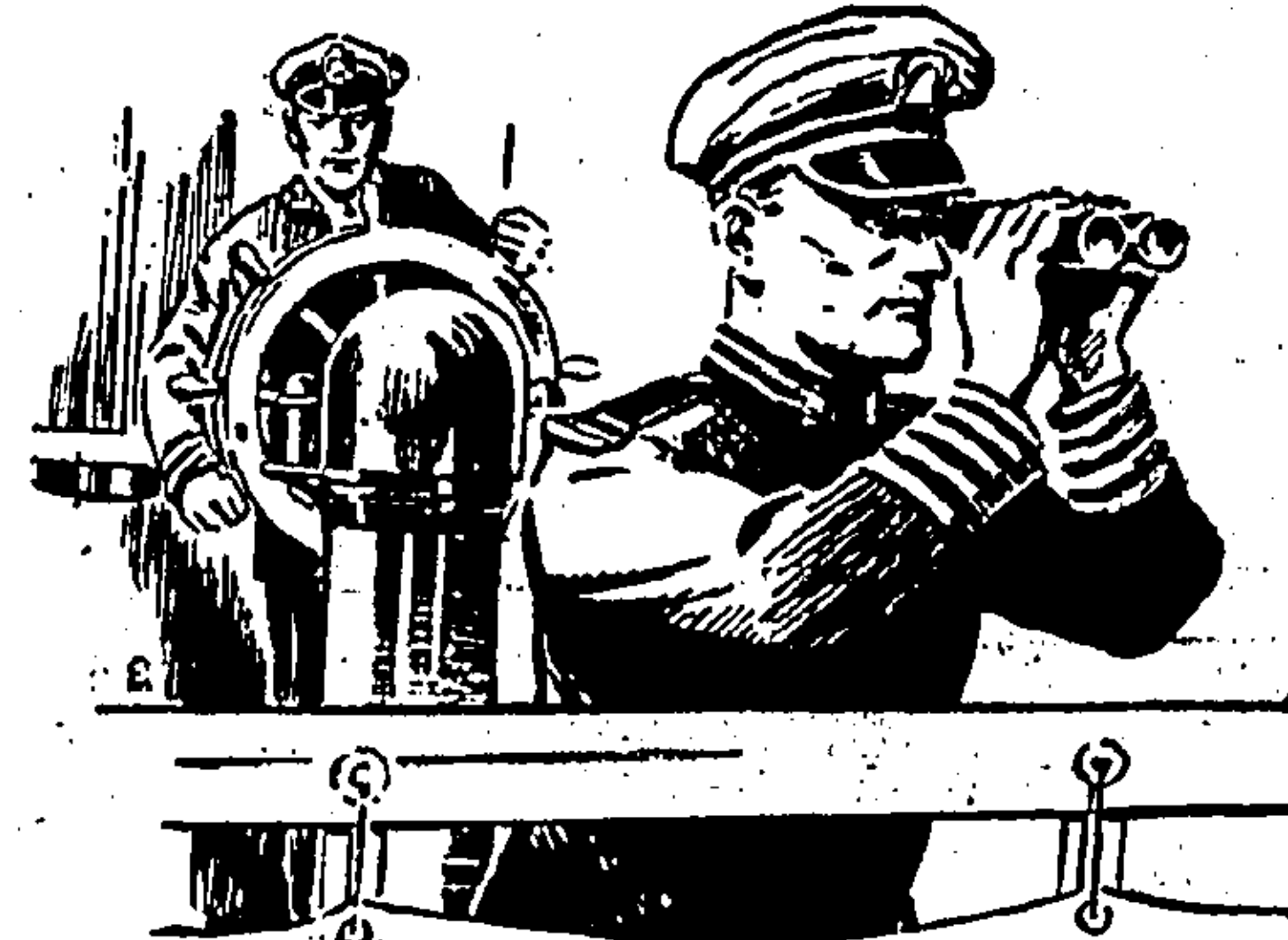
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failed, the privilege of working, and
striving for one whole year for the
common good, with such colleagues
as I have mentioned, is an experi-
ence which is priceless. The mem-
ory of their confidence in me, and
of their kindness, splendid loyalty
and co-operation, will never grow
dim.

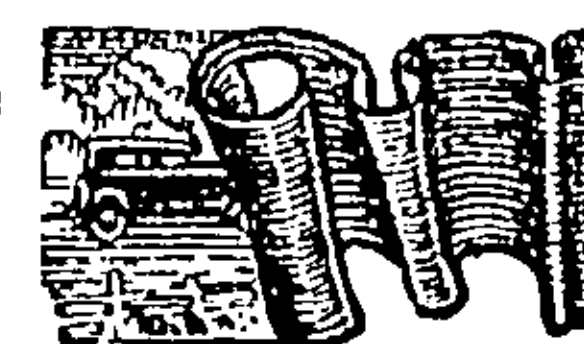
I have the honour to be,
Sir,
Your Excellency's most
obedient servant,
(Sgd.) M. K. Lo,
Chairman of Directors,
1929.

His Excellency the Officer Ad-
ministering the Government,
February 19, 1930.
[The End]

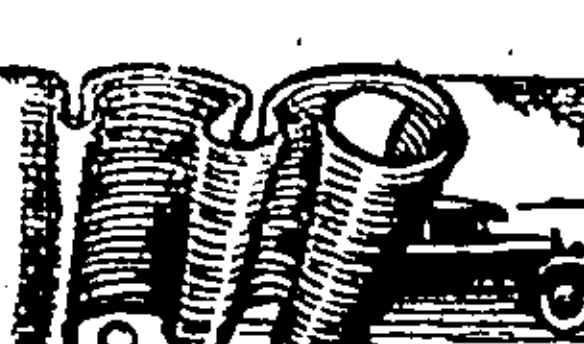
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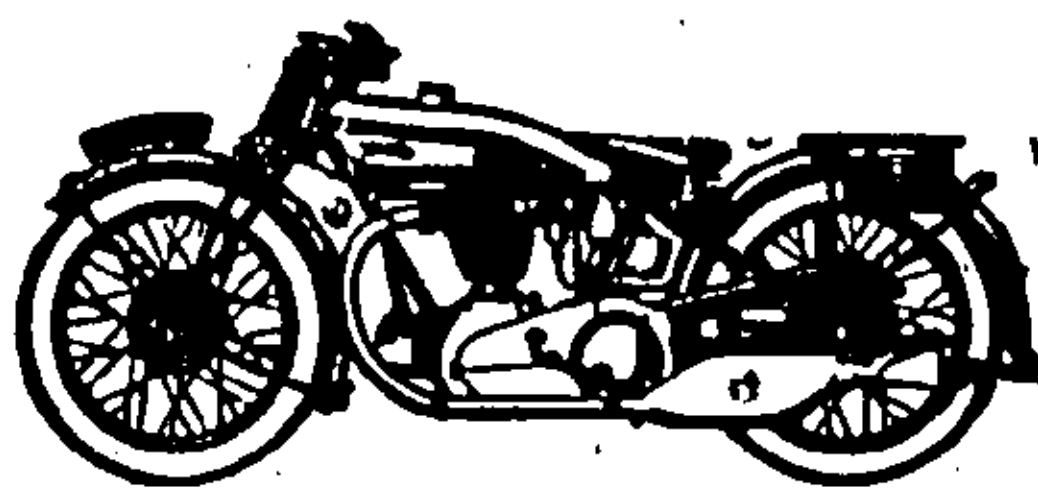


THE MOTORISTS' PAGE



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250 passenger cars of latest design by 40 manufacturers among whom were two taxicab makers, were very attractively displayed on the three spacious lower floors of Grand Central Palace. The fourth floor was given over to the exhibition of automobile parts and repair shop equipment in which 200 manufacturers participated.

The Show revealed the latest mechanical improvements in the automobile industry and also the latest innovations in style. Some manufacturers went over from six to eight cylinder cars though some of the prominent six and four cylinder makers continued their policy. One Sixteen Cylinder make was also on display. It was evident that almost all cars showed marked improvements in body, style and decoration.

For demonstration purposes some manufacturers showed special out-

IDEAL CAR

New Willys Six Fast on Getaway

Automobile manufacturers of to-day realise how increasingly important second gear performance has become. Under modern traffic conditions, there are more and more occasions which demand a fast getaway and quick acceleration. The car that furnishes only power and not speed in second gear is now rated as passe and fails to fully meet modern requirements.

In designing the new Willys Six, Willys-Owens engineers worked with a full realization of the necessity of creating a car that could flash ahead in second gear and the results have been declared to be highly satisfactory. Repeated tests have proved that the Willys Six can dart ahead of cars selling for much higher prices, attaining a speed of 45 miles an hour in second. Coupled with its remarkable high gear performance, which gives the driver advantage of acceleration from 5 to 50 miles an hour in 21 seconds, and a high speed of over 70 miles an hour, this provides absolute mastery of any traffic emergency.

Manoeuvre Rapidly

"When we designed the new Willys Six, we recognised that the truly modern car must be able to get away quickly from a dead stop and manoeuvre rapidly in traffic," engineers of the Willys-Owens Company point out in their report covering tests of the car in traffic. "We wanted a car that would flash ahead when the traffic lights changed from red to green and we have such a car."

"The Willys Six has undergone strenuous acceleration tests. It has a maximum speed of over 70 miles an hour in high gear and 45 miles an hour in second. In high, it will accelerate from 5 to 25 miles an hour in eight seconds, and from 5 to 50 miles in 21 seconds.

"These acceleration tests prove how admirably this car will perform in traffic."

Burst of Speed Wanted

"There are hundreds of times when a driver wants a burst of speed. Perhaps it is to pass a truck or a bus, or to get out of a tight situation. Whatever it is, the Willys Six will respond. It will give him the needed speed at the crucial time. For this reason, the car is pleasant to drive even in the heaviest traffic."

In addition to the pleasure of driving a car that will step out ahead of the traffic line, the engineers point to the extra margin of safety provided by the reserve power and speed always available in the Willys Six.

Large internal expanding four-wheel brakes provide deceleration equal to the rapid acceleration of the Willys Six. Monroe two-way hydraulic shock absorbers and long, flexible springs add to its smooth riding qualities.

CAR MILEAGE

Not a Very Simple Question

How old is a motor car? It sounds delightfully simple, but it is by no means a simple question.

Take two cars that were turned out of the same factory, on the same day, and sold to retail purchasers the same day. Are these two the same age? Not necessarily. One car may have run 25 per cent. more miles than the other. If you were buying either as a used car, you would naturally choose the one that had run least distance. This proves that the real age of a motor car is its mile age.

It is here that the Graham-Paige four speed gears prove their value, for when one of the four speed Graham-Paige cars has run 10,000 miles, its engine revolutions are equal to those of a three speed car that has done 7,500 miles. In other words, mile for mile the engine revolutions of a four speed car are 25 per cent. less than those of a three speed car.

Every motorist knows that the engine, clutch, transmission, universal joints, and all moving parts deteriorate through use. Therefore, there will be less wear on a four-speed car than on a three speed car, both having done the same mileage.

An engine that has driven a car at 10,000 miles at sixty miles an hour has depreciated more than if it had done the same distance at 35 miles an hour, because friction, vibration, heating, and various stresses increase with the engine's speed.

Hence, any improvement that will allow a motor car to travel with fewer engine revolutions per mile will prolong the life of a car in direct ratio to the engine revolution economy.

The four speed car that Graham-Paige was first to introduce has actually affected just such an improvement. The average engine revolution per mile of .67, different makes of sizes and weights with three speeds is 321 r.p.m. The average of 4-speed cars is 240 r.p.m. Thus the actual mileage of a four and three speed car may be the same, but the engine wear on the four speed car is 25 per cent. less than on the three speed car.

BEST WAY TO ADVERTISE

Sir Charles Higham, speaking at the dinner of the Institute of the Motor Trade at the Holburn Restaurant in mall week, said that the cheapest and most effective way of advertising for the motor trade was in the Press.

"I know of no other method that is so quickly productive of results," he said. "Where 50 people bought ten years ago as a result of the appeal of the advertiser, 100 buy to-day."

He urged the imperative need of continuing to protect the motor industry, which now had practically no unemployment.

"I do not believe that any Government will be so stupid as to hurt that industry and so throw thousands out of employment," he added. "If they do, the sooner they are thrown out of power the better."

away chassis, handsomely decorated in colours and nickel-plated, revealing the engine and gear construction.

Many cars were provided with the latest mechanical innovations such as larger brakes, more flexible steering, double carburetors, etc. Front drive was also displayed.

More Comfort

In addition to stylish design the 1930 taxicabs show a definite trend toward comfort. In some of these cabs a somewhat stronger engine was built to accord with the severe strain taxis undergo in the various American cities.

Under the slogan "Care for your car" the American Motor and Equipment Association showed the latest progress made in automobile parts and accessories. Very interesting was the modern equipment for car washing, cylinder and valve grinding.

The New York Show, with its greatest number of innovations manifested again the spirit which unites the various manufacturers in their aim to produce the best car for the least money.

After closing on January 11, the Show moved to Chicago where it will be repeated for the middle Western States.

A Great Encouragement

"In every respect the New York Automobile Show has been a great encouragement to the motor industry," said, in conclusion, Mr. Alfred Reed, General Manager of the National Automobile Chamber of Commerce of the United States.

"It has started active buying. Coming at a time when many industrialists were in doubt as to current conditions, it has proved an energising force, starting America's largest industry on the upward trend."

"The Show attendance has gone ahead of what anyone in the business would have predicted before the doors opened. Not only has the event been successful, but it has been measurably ahead of last year."

Delegation From Canada

"In addition to the large attendance by the consuming public, there has been widespread interest in the trade. More than 2,800 dealers have registered from all sections of the United States. There has also been a considerable delegation from Canada and 104 representatives from 35 countries."

"The interest of the public in the new cars is indicated by the fact that more than 350 newspaper correspondents have attended from all parts of the country."

"In view of the fact that more than 4,000,000 persons are employed in the automobile industry and trade, this vigorous start of the new year is expected to have a strengthening effect on all industry in general."

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.

BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

OAKLAND.—Lane, Crawford, Ltd.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PONTIAC.—Lane, Crawford, Ltd.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

TRIUMPH MOTOR CARS.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.

VAUXHALL.—Lane, Crawford, Ltd.

WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. C. 5544.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.

NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TRIUMPH MOTOR CYCLES.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.

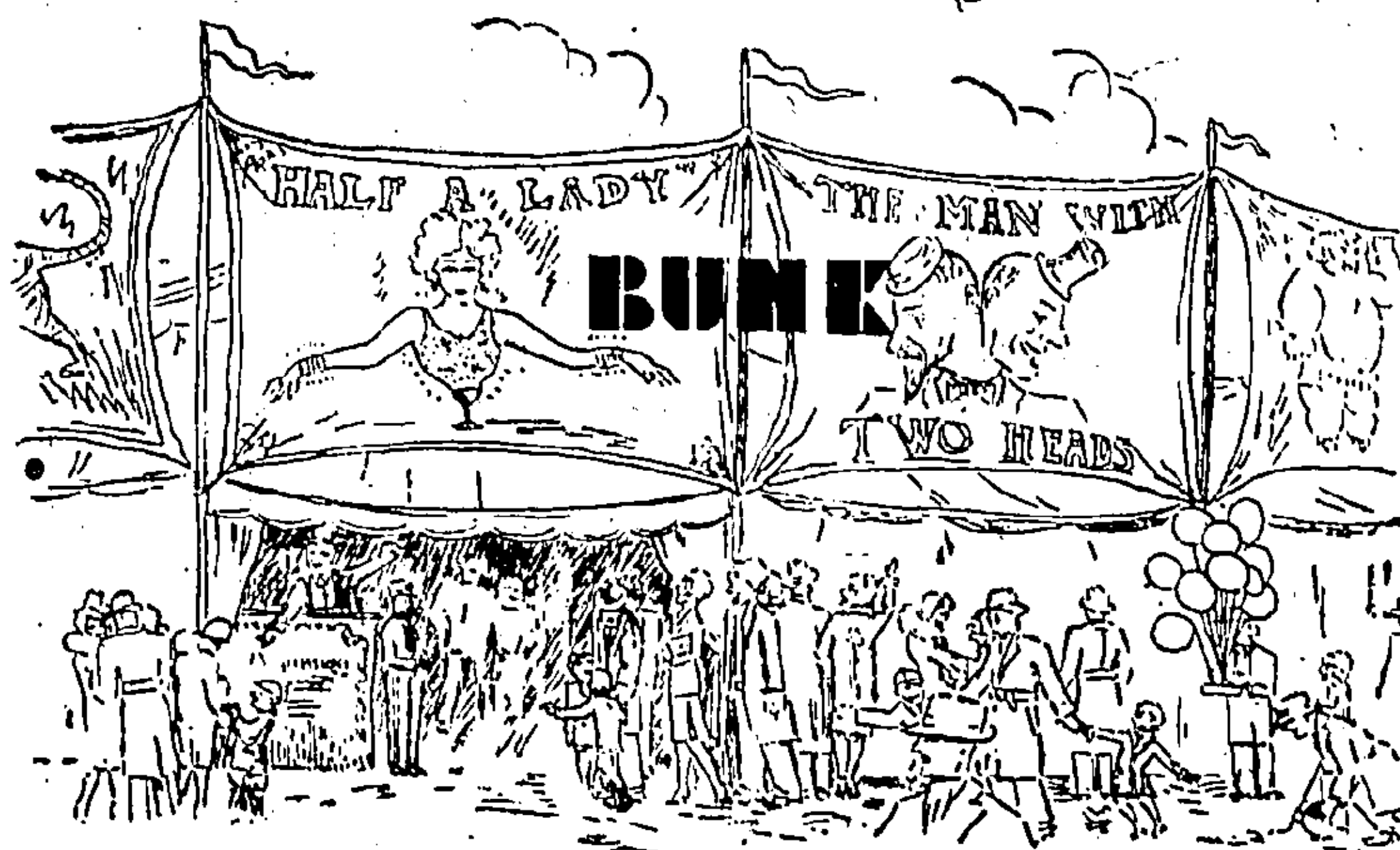
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.

FRISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.

MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd. C. Tel. C.1215.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.



Most of the thinking, talking and writing about motorcar engine lubricating oil has been hazy, obscure, muddled; and this whether done by dealers, mechanics or by the refiners of lubricating oil.

Much of what has been written about motorcar engine lubricating oil is bunk; much of what men who use lubricating oil believe about it is bunk; much of what men think about their own ability to judge lubricants, is bunk — all the result of muddled thinking. Some of it is sheer ignorance, or the result of it. Some of it is downright falsification — from men with axes to grind.

Because every manufacturer of lubricating oil claims that his product is the best, the selection of the most efficient and economical motorcar engine lubricant is difficult.

Do not take anything we say about the NEW MOBIL OIL as SO because we say so.

VACUUM OIL COMPANY

GUY ACTIVITIES

Development in the Colonies

Following upon several orders from the reorganised office of Guy Motors, Ltd., in Johannesburg, Mr. Woodward, who is a Director and General Manager of this Colonial Branch, has now requisitioned for large quantities of various types of Guy Chassis, including the 30-cwt., 2-ton, 5-ton six-wheeler, 7-ton six-wheeler, 32-seater four-wheeler Bus Chassis, and six-wheeler passenger Chassis.

Guy Motors, Limited, were the world pioneers of the six-wheeled double deck Trolley Bus Chassis, and as such have supplied a large number of Trolley Buses to some of the most important Municipal and Passenger Transport Undertakings in Great Britain. Orders recently received for this type are from the South Lancashire Transport Company for ten and from The Hull Corporation for twelve.

Guy Motors have recently issued an interesting publication dealing with trolley omnibus progress generally and Guy trolley buses in particular, which they will be only too pleased to send to anyone really interested.

An outstanding exhibit in the Commercial Motor Transport Exhibition at Olympia was the 28-seater Saloon Coach exhibited on the Guy Stand. The basis of this coach is the well-known FC32 "Conquest" Chassis, which, with its powerful six-cylinder engine, forms an ideal job for long distance work. The body was exceptionally well fitted up—the upholstery was in blue plush, and at the back of each seat there was fitted a handrail, and a table which, when not in use, could be pushed back into the rear portion of the back rest. The floor was covered with best quality line over which were laid blue rugs of very high quality. The interior fittings were absolutely complete in every sense of the word, and the opinion generally expressed was that this Coach was more luxurious than most of the highest class touring cars.

Guy Motors 1930 programme has been supplemented by three new chassis, namely a 2-tonner and a 6-tonner, and a four-wheeled double deck bus.

The 2-tonner and 6-tonner are particularly interesting to Colonial buyers, and their absolute suitability

ty for Colonial work was recently demonstrated on tests which were carried out on both chassis over a Colonial test ground. The 2-tonner was laden with 2 tons 12 cwt., the 6-tonner with 7 tons 16 cwt., which are the maximum loads including body allowances. The tests comprised climbing severe gradients on unmade roads, negotiating water splashes and swampy ground, acceleration and brake tests, and, in the words of the editorial representative who was conducting the tests, they put up an excellent performance in every way and came out with flying colours.

The 2-tonner, therefore, undoubtedly suited to overseas markets because of its splendid power-weight ratio, its exceptionally good ground clearance and very attractive price, and already orders have been received in various quantities, although it has been on the market only for a very short time.

The 6-ton chassis is fitted with the well-known Guy patented six-cylinder engine which develops 105 h.p. at 2,000 r.p.m. Here again the power-weight ratio and the ground clearance are excellent.

The Guy 5-ton and 7-ton six-wheeler goods chassis which, literally, will go anywhere, have been in service in a large number of the Colonies for some years. That the six-wheel principle is right is proved by the fact that The Assam Oil Company—to quote only one name—who have been using this type of chassis for some time, have now favoured them with large orders for both of these types.

ANCIENT AUTOS

Important Roles in Films

Among the naturalised extras playing in Hollywood is a pair of Bonaparte, French automobiles, maintained by two Paramount studios and bearing California licences.

These four-cylinder cars, made in 1913 and 1915, respectively, were numbered in the fleet of taxis which were used during the War to transport the soldiers quickly from Paris to the battlefields to thwart the oncoming forces of the enemy bearing on toward the French capital.

Since their migration to Hollywood, they can boast of having appeared with such leading film stars as Clara Bow, Pola Negri, Emil Jannings, Adolphe Menjou, and Maurice Chevalier. Among the recent pictures in which they have been cast are "Able's Irish

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of Fisks non-skid
tread give sure
traction over any
kind of going.



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Rose and "Innocents of Paris." They are now being used in "Young Eagles," to carry Charles "Buddy" Rogers, Paul Lukas and Stuart Erwin to the Paris home of "Buddy's" film sweetheart, Jean Arthur. "Young Eagles," an aerial drama of the War, goes back to the days when these cars formed part of Parisian traffic.

NEW FORD WAGES RISE

EXTENSION TO EUROPEAN WORKS EXPECTED

ECONOMIC IDEAL

The news that workers employed by the Ford Motor Co. have been given their third major wage increase since the memorable day in January, 1914, when the average wage of \$2.34 was raised to a minimum of \$5, has aroused great attention in America and throughout the world, says the Financial Times. Coming at a time when a Congressional estimate puts American unemployment at above 3,000,000, and in the face of widespread depression and shutdowns in the motor industry, Mr. Ford's action naturally gives rise to much speculation and inquiry.

The new Ford minimum has now been raised from \$6 to \$7. This affects 24,320 of the 144,990 workers on the Ford payrolls during October, the majority, already earning more than the minimum, being given rises of 5 per cent. According to Edsel Ford this means that 27,410 men will receive \$7; 33,396 will receive \$7.60; 22,972 will receive \$8; 12,327 will receive \$8.40. There remain 17,539 who will receive up to \$10 per day.

General Price Trends

Pay increases in the Ford plants have, in the main, followed a trend in general wage rates and commodity prices, which was steadily upward. While there is no question that Mr. Ford's action heretofore has accelerated the raising of the general level of American wages, it was at the same time in tune with the world movement of real wages. Now, however, the situation is entirely different. There seems little doubt that the world is already well advanced on a long fall in commodity prices—a fall which is not likely to be interfered with, barring new discoveries which would greatly increase the world's gold stocks—and in consequence, a rise in money wages is actually greater in terms of real wages than it appears to be.

Edsel Ford's Views

In announcing the increase, Edsel Ford said, "We are able to make this wage increase partly because of anticipated economies and the great volume of production which we have had over a period of months and partly because of the excellent outlook for next year."

"Wage increases cannot be collected from the public, nor can they be taken out of the quality of the product; they have to be made up by general management of the work. That is the way we intend to justify this increase. What we are trying to do here is to make some contribution to a continuance of normal business

conditions by putting a bit more buying power into the pockets of workmen. Locally, at least, the addition of approximately \$15,000,000 of buying power a year should be some stimulus to industries and general business."

Mr. Ford has always based his wage philosophy on a social rather than an economic ideal, and amazingly enough has made it work so far. If he can do it in a time of falling prices and depression he will have given the world something new to think about. Nevertheless, the motor trade has been on the whole the most profitable of any large-sized industry during the past ten years, and there are many lines of business where competitive conditions and narrow profit margins would make any such wage policy suicidal.

Mr. Ford says he intends to apply the same principles to his foreign workers as to those in the United States and Canada. If he does he will precipitate a situation of which it is very hard to see the solution but on the other hand no one would assert that British and continental employers had arrived at omniscience in solving the industrial problems which all of them face. Mr. Ford is able to ignore the fact that there is competition in the labour market, but he is able to do that because he has a product which so far has to a great extent sold itself. It may not do so for ever.

No Union Dictation

Another Ford asset is the fact that his high wages have freed his enterprises from the tyranny of trade unionism. In America he is free to run his own business, but on the eastern side of the Atlantic he will find social legislation that will be a serious handicap to his ruthlessness, although on the whole such legislation is geared to such a low standard of wages and living that he may, if his principles are sound ones, be able to leap such barriers.

Perhaps the best explanation of Ford's success is that he has devised and put into force a genuine profit-sharing system. He has decided that the beneficiaries of his genius as a maker of petrol motors shall be his employees. In consequence the latter approach nearer to being partners than employees. It is for this reason that the moguls of American trade unionism hate Ford and all his works, despite the indisputable fact that he has set the pace and raised the entire standard of living not only in America but throughout the world.

FOR



LANE, CRAWFORD, LTD.
Automobile Dept. C.3193.

"SILVER BULLET"

Attempt at 250 M.P.H.

Mr. Kaye Don, the British racing motorist, is on his way to Daytona Beach, Florida, for an attempt at breaking the land speed record. His enormous 4,000 horse-power car "Silver Bullet" was shipped for Florida in the Cunard liner Aquitania on February 19. Kaye Don left Southampton by the Berengaria on February 26, and hopes to make the attempt this month.

Mr. Louis Coatalen, the designer of the car, decided that the attempt should be made at Daytona in preference to Pendine Beach, South Wales, as the latter is not large enough. It would be impossible to attain the speed in the limited distance available—5 1/4 miles, as against Daytona's 16.

The record is at present held by Sir Henry Segrave whose speed in the "Golden Arrow" was 231 m.p.h. Kaye Don is of the opinion that his car is capable of travelling between 240 and 250 miles per hour.

Don is extremely satisfied with the "Silver Bullet," the car specially constructed at the Sunbeam Works at Wolverhampton for the attempt. It is remarkably designed, among its features being an air brake resembling an aeroplane rudder, with which the car will be slowed down before the ordinary brakes are applied, thus reducing the skid danger. It also has an ice tank through which water will pass to prevent over-heating. The car has two twelve cylinder engines running at the remarkable rate of 4,000 r.p.m. Each engine weighs less than 1,000 lb., yet each develops 2,000 h.p. An engineering feat that has never before been equaled. Don says that bench tests show that the car can do 275 m.p.h., but he expects to lose 25 m.p.h. when travelling.

Good luck to him!

SCHNEIDER TROPHY

Revised Regulations for 1931

Revised regulations have been provisionally approved for the Schneider seaplane contest of 1931. If there is a challenge to Great Britain, the race will be held over British waters again, most probably over the Solent.

A meeting of the committee of the Federation Aeronautique Internationale was held in Paris recently and certain amendments proposed by the Royal Aero Club of Great Britain were discussed. The chief change adopted is that both the navigability trials and the actual speed contest shall be held on the same day, as it is felt that it is taking too big a risk, at any rate in Britain, to expect to have suitable weather for two days running. The weather was particularly fortunate last year, but such good conditions may not occur again, and arrangements for the race would then be dislocated. It was further decided that as the cost of the contest is now so high, the entrance fee should be raised in order to afford some guarantee that a nation putting forward an entry seriously intended to compete nine months or a year later when the test came. Accordingly, entries must be accompanied by a guarantee of 200,000 francs (£1,400). The committee also decided that the contest must be held between June 1 and September 30. All these

(Continued at foot of next column)

REPAIR PARTS

Owners Now Paying Less

The achievement of the automobile industry in offering cars which not only provide a constantly higher standard of performance, but which cost their owners less and less to maintain is emphasised in recently compiled figures showing the steady decline in the sale of repair parts per automobile in use.

A concrete example of this progress is the statement that sales of Studebaker repair parts have shrunk from \$12.41 per car in operation in 1922 to \$7.49 last year.

Research, laboratory and proving ground have contributed much to this decline in repair parts sales through the development of finer design, the discovery and use of better materials, and improvements in manufacturing methods.

But another and equally interesting phase of the industry's constant search for improvement is revealed in a recent article in Automobile Topics, which goes behind the scenes in Studebaker's great South Bend plants to disclose the ingenious system by which this manufacturer uses the whole world as a second line of laboratory defence against imperfections in its cars.

Studebaker's system is an invaluable aid to the skilled research and design engineers and technicians who are striving to achieve the impossible task of building an automobile so soundly designed, so accurately manufactured and assembled that its parts will never need repair or replacement. The science and skill of these engineers might well design the perfect automobile. But they can never eliminate that one human quality which makes a skilled workman, supervised though he may be by the most diligent and exacting type of inspection, perform his task a thousand times perfectly, and once imperfectly.

Hence the existence of thousands of automobile service stations and repair shops—and Studebaker's general service department. But if these engineers and technicians learn that in widely separated sections of the world Studebaker owners are having trouble with a certain unit, they can at once take action to correct the cause of the trouble and thus send future Studebaker cars to their owners cured of this particular source of annoyance and possible expense.

Studebaker's unique follow-up system is based on service reports from its dealers all over the world. From virtually every large Studebaker service station and many of the smaller ones come reports of every service operation performed on Studebaker cars.

By this system any slight mechanical troubles which may appear in cars are checked back to their source at the factory and corrected in many cases within a few days after the cars were produced. Speed and simplicity mark this fact finding work, and it is the claim of Studebaker's service department that this second line of defence logs behind production only a matter of about ten days.

PLENTY OF PETROL

Gasoline Supply Can Last for Many Years

"The great source of gasoline is and for many years will continue to be petroleum," said Professor E. G. R. Ardagh, of the University of Toronto, in a lecture before the Royal Canadian Institute in Montreal. "The report that the supply of petroleum is rapidly approaching exhaustion is not well founded. While it is true that the consumption of oil is increasing, production is keeping abreast of the demand and producers have anticipated increases in consumption to such an extent that the oil industry has at times found itself with enormous stocks of oil on hand that were difficult to market satisfactorily."

"It is scarcely possible at this time to make any estimate of all remaining underground in view of the fact that over years we discover new pools of oil in new territories and are able to sink much deeper wells to-day than in the past."

A dummy figure, hurled from the window of a car by motor-bandits, was used to divert the attention of a policeman who was pursuing in a taxicab.

decisions are subject to ratification at a full meeting of the Federation to be held in June.

The present position is that Great Britain, which holds the trophy, has won it twice, and if she is successful in 1931 will win it outright. The Air Ministry have withdrawn from official participation in the contest, as they consider that private enterprise should now be able to carry on the burden; but this is a political decision, and the Ministry can still help by encouraging the building of new high-speed seaplanes, and lending them to the entrants.

**QUICK AND
EFFICIENT
REPAIRS**
FIAT GARAGE
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If you should lift the body of every car

in Buick's field—
and compare the chassis—
then you too would choose

The New BUICK

If you were to lift the body from the chassis of any one of a hundred cars—and compare the vitally important details of chassis design—and construction—you would find Buick so outstandingly superior in all phases of fine car engineering that you would almost inevitably make Buick your choice. Here is what you would see in this famous chassis:

Lovely Duohydraulic Shock Absorbers—front and rear. Combining to check both bound and rebound, and providing a degree of riding ease without parallel anywhere. And, finally, such established Buick superiority as the famous double-drop frame of toughest steel... the massive side and cross members reinforced at points of stress to insure greatest long life... the celebrated torque tube drive, Buick multiple-disc clutch, self-lubricating differential, and numerous other features.

Buick's great new Valve-in-Head engine—developing 99 horsepower in the 124- and 132-inch models, and 80 1/2 horsepower in the 118-inch model. Unapproached in sturdiness, all-round performance—ability, reliability and economy as well.

Buick's new Controlled Servo Enclosed Mechanical Brakes—providing smooth, positive, silent braking, with minimum pedal pressure. And—because fully protected against dust, dirt and water—operating at maximum efficiency in any weather.

Buick's new frictionless steering gear and new Road Shock Eliminator—two advancements introduced by Buick. The Buick wheel offering effortless control throughout its entire turning range—and the new Road Shock Eliminator assuring complete freedom from annoying jolts and jars.

Buick's new, longer rear springs, and new

When the list of Buick's chassis features—entirely aside from the irresistible appeal of Buick's new Fisher Bodies—reads like a roll-call of all that is soundest and best in fine car engineering... and when, in addition, you can buy a Buick for as little as \$1225, f.o.b. factory... what wonder that all comparisons lead to Buick!—What wonder that more than 2,000,000 people have invested their money in Buicks—and that from two to five times as many are purchasing this new Buick as any other automobile priced above \$1200!

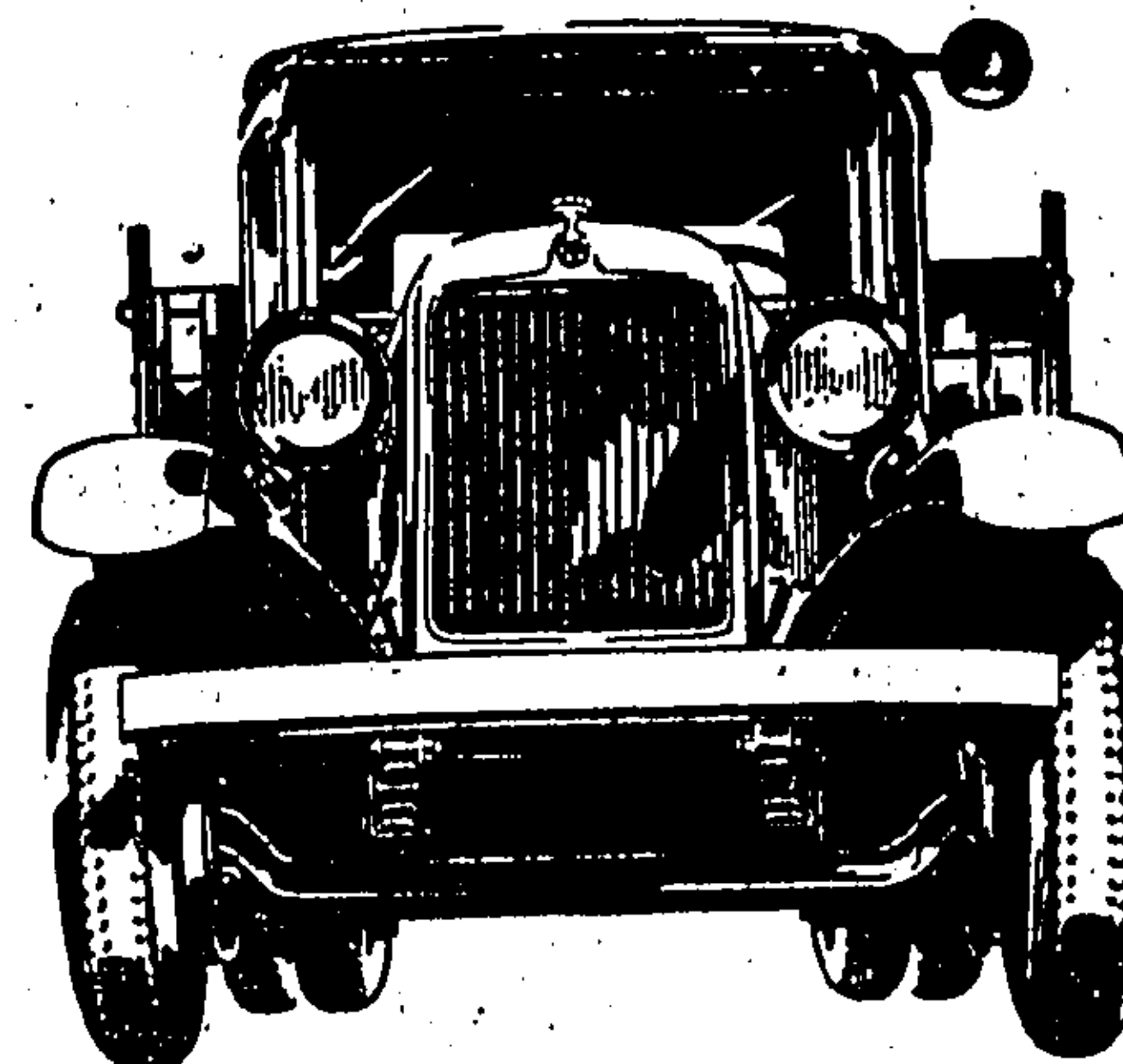
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Divisions of General Motors Corporation
Canadian Franchise: McLaughlin-Buick, Ottawa, Ont.
Builders of Buick and Marquette Motor Cars

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DODGE TRUCKS

CHRYSLER MOTORS PRODUCT

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Tel. C. 5644.

OPERATING COSTS

Many Reasons Why Cars Are Run More Cheaply

The cost of operating an average automobile has declined three and a half cents a mile, or 35.7 per cent since 1924. Greater fuel and lubrication economy as well as longer life of non economy and improved highways account for the reduced cost. The items involved in the cost are gasoline, oil, tyres and tubes, maintenance, depreciation, licence, garage, insurance and interest.

Mr. C. F. A. Bower, chief engineer of the Buick Motor Company, credits three engineering contributions—oil filter, air cleaners and crankcase ventilation—with reducing cost of operation more than a cent a mile. These devices, which are standard equipment on all Buick and Marquette cars, have decreased the necessity for bearing adjustment, and have reduced wear on rings and pistons and materially lessened oil consumption.

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54, Queen's Road Central.

Tel. C. 2172.

Mr. J. W. Eckton, 50, of Alexandra Road, Walthamstow, E., who collapsed on seeing a motor-cycle accident in Leyton, E., did not know that the injured motorist was his son, until both were admitted to the same hospital.

Mr. Montague, Under-Secretary for Air, in a written answer, states that there were 33 deaths last year in civil aircraft accidents compared with 19 in 1929, and in Service aircraft there were 42 compared with 76.

Rise of the Automobile



YOU may now put the back-seat driver to sleep in a trailer attached to your car! One of the most interesting exhibits at the Automobile Show staged at Grand Central Palace, New York City, is a luxurious caravan attached to a sedan car. But what a caravan it is, with more trick gadgets for comfort and convenience than were ever used in even the most luxurious of caravans.

The trailer is equipped with four berths, running water, electric lights, and special ventilation apparatus. In fact, it has all the comforts of an up-to-date hotel room. This hotel room on wheels is no wider than an ordinary car, yet the berths, seats, and quite a number of other conveniences are packed into it so that it is the

caravan is so designed that it can be opened accordion-fashion to a width which exceeds that of a railway coach. And so now, a land-cruise can be blithely undertaken, and judging by the interest shown in this new device, it wouldn't be at all surprising if, next Summer, nearly every automobile had a little trailer all its own.

It is a far cry from the luxurious car of today to the peculiar looking contraptions that are the grand-daddies of the various different types of automobiles of the present. The early Packards, Oldsmobiles, Buicks and Fords, to mention a few of the earliest makes of gasoline-engine vehicles, are unmistakably automobiles, but they are rather auto-

provoking appearance. But they went, and that was all that was required of a gasoline contraption in those dark days when an automobile costume for ladies meant a long "dust" coat, and a hat with goggles and a thick veil. Henry Ford often refers to his first car, which made successful trial runs in 1893. It was driven by a twin-cylinder, four-cylinder water-cooled engine, and it made from 25 to 30 miles an hour. The first of the crop of old-fashioned Fords was manufactured in 1903. Since then, of course, the Ford car has graduated into the popular luxury class. The motor magazine cherishes all the early models of his machine, and proudly claims that they are still in running order.

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SEND IT HOME!

THE WEEK'S NEWS
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The China Mail

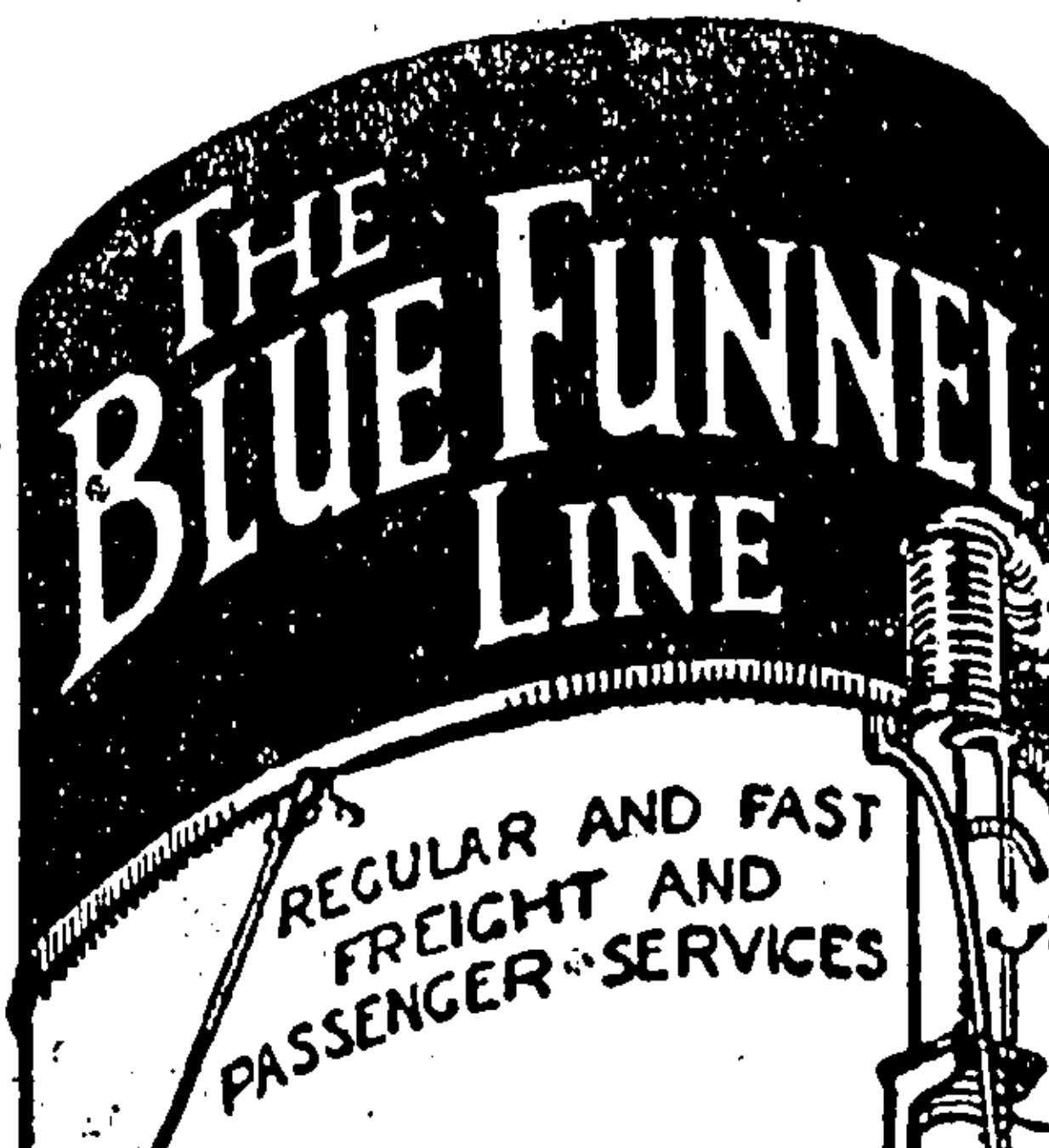
Thursday, March 13, 1930.
Second Moon, 14th Day.

ESTABLISHED
1845

大英三月十三號 禮拜四
中華民國庚午年貳月十肆日

HONG KONG. THURSDAY, MARCH 13, 1930.

CURES COLD
AND
PREVENTS "FLU"
INHALINE
A FEW DROPS ON THE
HANDKERCHIEF GIVE
INSTANT RELIEF.
THE PHARMACY
(FLETCHER & CO., LTD.)
Tel. C. 345 A.P.C. Bldg.



LONDON SERVICE.

"ARNEAS" 18th Mar. Marseilles, London, Harb. & Glasgow
"MEXELAS" 1st Apr. Marseilles, London, Harb. & Hamburg

LIVERPOOL SERVICE.

"KEENUN" 20th Mar. Genoa, Havre, Liverpool & Glasgow
"OANFA" 20th Apr. Genoa, Havre, Liverpool & Glasgow

NEW YORK SERVICE.

"NELEUS" 7th Apr. For New York, Boston & Baltimore

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"TALITHYBUS" 20th Mar. Victoria, Vancouver & Seattle
"IXION" 10th Apr. Victoria, Vancouver & Seattle

INWARD SERVICE.

"CALCHAS" Due 15th Mar. For Shanghai, Kobe & Yokohama.
"AJAX" Due 21st Mar. For Shanghai, Kobe & Yokohama.

PASSENGER SERVICE.

"ARNEAS" 18th Mar. For Marseilles & London
"MEXELAS" 10th Apr. For Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—

Butterfield & Swire,
Agents.

POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

List of ships expected to be in wireless communication with Hong Kong to-day:—Suisan, Macaria, Junyo Maru, Chekiang, Suevler, Hopsang, Lyceum, St. Albans, Hirundo, Adna, President Jackson, Yuan Lee, Athos II, Sauerland, Trier, Columbus, Kinzan Maru, M.S. Fulda, Malay Maru, Pong Tong, Sourabaya Maru, Mayebashi Maru, Taketoyo Maru, Tinho, Amerika, Chinhu, Kwangchow, Shinsai Maru, and Kashima Maru.

INWARD MAILS

From	Per
FRIDAY, MARCH 14.	
U.S.A. (Seattle, Feb. 22), Canada, Japan, Shanghai and Europe via Siberia (London, Feb. 22)	President Taft
Saigon	Athos II.
Japan and Shanghai (Europe via Siberia; London, February 21)	Kalyan
SUNDAY, MARCH 16.	
Manila	Empress of Canada
Straits	Kashima Maru
MONDAY, MARCH 17.	
Amoy	Tilawa
Manila	President Jackson

OUTWARD MAILS

For	Per
THURSDAY, MARCH 13.	
Amoy	Tai Yuan 3.30 p.m.
Saigon	Holkon 3.30 p.m.
Sam Shui and Wuchow	Kochow 4 p.m.
FRIDAY, MARCH 14.	
Shanghai and Japan	Malwa 10.30 a.m.
Swatow, Amoy and Foochow	Hai Ning 2 p.m.
Haiphong	Canton 2.30 p.m.
Shanghai, Japan and Europe via Siberia	Athos II. 2.30 p.m.
Saigon	Chin Kiang 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Kalyan (Due Marseilles, April 12.)

For	Per
K.P.O.	
Parcels	Mar. 14, 4.30 p.m.
Registration	Mar. 15, 9 a.m.
Letters	Mar. 15, 10 a.m.
SATURDAY, MARCH 15.	
Manila	President Taft 4.30 p.m.
Manila, Sandakan, Australia and New Zealand via Thursday Island	Tanda (Due Thursday Island, Mar. 31.)
Parcels	Mar. 15, 3 p.m.
Registration	Mar. 15, 4.15 p.m.
Letters	Mar. 15, 5 p.m.

*Subscribed correspondence only.

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GAUDILY DRESSED WOMEN

THE DIFFERENCE OF A FILLE DE JOIE
A NEW OFFENCE

A summons taken out against a sampan woman, based on a recent notification appearing in the Government Gazette forbidding sampans and other craft from carrying prostitutes to steamers in the harbour was heard this morning at the Marine Court by Comdr. J. B. Newill.

The defendant pleaded that she did not know the women she was carrying were prostitutes.

Insp. Chevalier, prosecuting, said that he stopped defendant's sampan last night, and in it he found four gaudily dressed women hiding in the cabin.

Defendant:—I did not know they were prostitutes.

Tell Tale Dresses

Insp. Chevalier:—Anyone could see they were from their dresses.

The Magistrate (To defendant):—What is the difference between the dress of a respectable woman and a prostitute?—I don't know.

Insp. Chevalier:—No respectable women would go out to a ship at 11 o'clock at night.

Defendant was fined \$10.

GOVERNOR & CHINESE

MISCHIEVOUS ACTS IN MALAYA

HOME PRESSURE?

NO RECOGNITION OF RED ORGANISATION

London, Yesterday.

In the House of Commons today Commander Kenworthy (Lab.) asked for a further statement regarding the action of the Governor of the Straits Settlements and High Commissioner of the Malay States, Sir Cecil Clementi, in suppressing the activities of the local Kuomintang, and whether, in view of the importance of the Chinese community in the Colonies, it was proposed to revoke the action.

Dr. Drummond Shiels replied that the Kuomintang had for some years not been accorded recognition in the Malay States. Lord Passfield was communicating with the Governor on the matter, and pending a receipt of the dispatch, Dr. Shiels said he was unable to reply more fully.

(Continued at foot of next Column)

MOTHER REFUSES TO HELP HER SON

MILDLY "ANTI-IMPERIALISTIC" PAMPHLETS

CHINESE SENT TO JAIL

The Chinese youth who was yesterday remanded by Mr. R. E. Lindsell on a charge of unlawful possession of seditious papers at the race course during the race meeting, was again in Court this morning.

Inspector M. Murphy reported that accused's master, had accompanied a district watchman to Kowloon City. They visited the shop but accused's father-in-law was not in. They found accused's mother, and when it was suggested that she should stand guarantee for her son she refused.

A Bad Character

Mr. Lindsell (to accused): Not even your mother would come forward to help you out of this trouble. That goes to show that you are a bad character.

Accused: Perhaps they went to the wrong house!

Magistrate: Nothing of the sort; your master took the watchman to the house. As you have no guarantee you must go to jail.

Mr. Lindsell remarked that as the pamphlets were not anti-British and only mildly anti-Imperialistic, he would sentence accused to only six weeks' hard labour.

PIRACY GUARDS

Proposals By Shipping Companies

London, Yesterday.

In the House of Commons at question time, the First Lord, Mr. A. V. Alexander, said that the date of cessation for supplying anti-piracy guards to British merchant ships in China was further being considered in the light of proposals made by the shipping companies concerned.—Reuter.

"CRIMINALS"

Strong Words by German Deputy

NO MONEY TO PAY

Berlin, Yesterday.

The Reichstag passed the third reading of the Young Reparation Plan to-day. Socialist shouts and jeers greeted the Fascist Deputy's description of the Government parties as "criminals," for adopting the Plan without knowing where to get the money to pay reparations.—Reuter.

CHARTERED BANK

Directors Recommend Bonus of 6s. 3d.

The Hong Kong branch of the Chartered Bank of India, Australia and China has received the following telegram from Head Office in London:—

"At the approaching meeting of shareholders, Directors will recommend dividend for past half year at the rate of 14 per cent. per annum free of income tax and a bonus of 6s. 3d. per share free of income tax; £50,000 and set aside to meet contingencies; and £190,754 9s. 11d. to be carried forward."

NEW AMBASSADOR TO U.S.

Rugby, Yesterday.

Sir Ronald Lindsay, the new British Ambassador to the United States, in succession to Sir Esme Howard, accompanied by Lady Lindsay, sailed from Southampton in the Aquitania to-day to take up his post.—British Wireless Service.

[Sir Ronald Lindsay, K.C.B., has been Permanent Under-Secretary of State at the Foreign Office since 1928. He is the fifth son of the late Earl of Crawford, and was formerly an Attaché at Washington. He married in 1924, Elizabeth Sherman, of New York.]

Earl Winterton asked whether the House must understand that the Government were putting pressure on the local Government to refrain from putting an end to the mischievous actions of this Communist organisation!

Dr. Shiels replied that Earl Winterton must not understand that.—Reuter.



TO-DAY TO SATURDAY at 2.30, 5.30, 7.20 & 9.20 p.m.

Herbert Wilcox Productions Ltd. present



MARTIN HARVEY
"The ONLY WAY"

Stirring! Dramatic!! Spectacular!!!

A tremendous epic of love and heroism... Blazing with suspense and emotion... crackling with magnetism and human sympathy.

"THE ONLY WAY" is a screen adaptation of CHARLES DICKENS' famous classic, "A TALE OF TWO CITIES."

Showing for the FIRST TIME in Hong Kong.



JUST A DISMAL SURPRISE!

Isn't it a horrible thing

just as you're

about to win the pot

with a flush, in pips

the wife, prematurely

from that visit—

that's what a sudden cold is like—just a dismal surprise.



STOP YOUR COLD NOW WITH
GUALACOSE

AMUSEMENTS

ALL TALKING SINGING DANCING
Musical Revue

A CAMPUS FULL OF GIRLS
IN A COLLEGE OF FUN!

WILLIAM FOX presents
WORDS and MUSIC
with LOIS MORAN
TOM PATRICOLA DAVID PERCY
HELEN TWELVETREES FRANK ALBERTSON
ELIZABETH PATTERSON
Story by Frederick Hazlitt Brennan and Jack McEdwards
Lyrics and Music by Dave Stampfer
Music by Walter Thompson, George Mitchell
and Galtier and William Kernell
Directed by JAMES TUNING

Enter the University of Song and Dance
for Lessons in Laughter

FOX MOVIE TONE SCORES
AGAIN
with a
College Comedy De Luxe
CHORUS OF 100 CHARMERS

See It!
Hear It!

FOX NEWS
THE LATEST EVENTS
OF THE DAY IN
MOVIE TONE

MUSICAL
CLYDE DOERR
AND HIS
SAXOPHONE SEXTETTE

ALL-STAR FEATURETTE.
"NEARLY DIVORCED"
With LOWELL SHERMAN—BETTY FRANCISCO—CYRIL CHADWICK

AT THE
QUEEN'S
TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

WILLIAM FOX presents
DOLORES DEL RIO
RED DANCE
with CHARLES FARRELL
and IVAN LINOW

AT THE
WORLD
TO-DAY TO SATURDAY
At 2.30 & 7.15 Interpreter
At 5.15 & 9.20 Orchestra

WARNER BROS. presents
WOMEN THEY TALK ABOUT
with IRENE RICHER—AUDREY FERRIS
WILLIAM COLLIER—CLARA GILLINOWATER
Based on the story by ARTHUR COLVER
Screenplay by NORMAN KRASNA
A WARNER BROS. PRODUCTION

AT THE
S T A R
TO-DAY TO SATURDAY
AT 5.30 & 9.20

QUEEN'S NEXT CHANGE

CONRAD NAGEL
IN
"DYNAMITE"
with
CHARLES BICKFORD—KAY JOHNSON